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HONGKONG OFFICE: 10A, DES VUE ROAD, C.I.
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The Daily Press.

HONGKONG, APRIL 17TH, 1907.

It is a common experience of mankind, and a continual disillusioning of reformers, that the best ideals of applied theory fail to yield wholly satisfactory results in actual practice. There is always the rift in the lute, the sudden jerk when the unfelt tether of humanity is stretched, and the more or less painful recognition of the existence of ignored limitations. China is an empire of worthy ideals and of unworthy practices, of immaculate philosophy and pulpitizing passions. It is not alone in this. Every publicist in every community becomes aware of it at some time or other, and has to resist, if he be concerned for the well being of his kind, the temptation to the pessimistic hopelessness of concluding that all is vanity and vexation of spirit. The Chinese Censor, for instance, is a most praiseworthy institution in theory, and much more capable of usefulness than the sculptured depository of anonymous complaints used by old-time Venetians, or than the letter-boxes of the well-meaning, but in many ways mistaken, ex-Viceroy SHUM. Officials being mortal and human, though necessary, what more excellent idea could be conceived than to appoint a body of super-officials whose duty it would be to watch them and their conduct in the interests of the general public, and to praise or denounce as occasion seemed to warrant? With the consciousness that such Argus-eyes were upon him always, every official might be expected to walk carefully in the way in which he should go. The Censorate of China in theory is a sort of official

conscience, a monitor to approve or disapprove at the right moment, conducing to probity and fair-dealing. Its members were to be the policemen of mandarin thoroughfares, a restraint upon all tendency to disorder, and a moral support to all law-abiding travellers therein. It is such a good thing, in theory, that it is a wonder the Keir Hardies of other countries have never advocated its adoption elsewhere. Possibly its theoretical aspect of perfection has not been brought to their notice, or it may be that there are so many equally good ideals going abegging that its turn has not yet come. In practice, it has regretfully to be admitted, the Chinese Censorate is and has always been a hollow fraud, a whitened sepulchre. It has not tended to official righteousness, but it has piled extra stones upon the cairn of corruption. One of its latest manifestations is in connection with the Japanese-modelled constabulary of Peking. The new police organization of the Chinese capital has been regarded as one of the symptoms of Chinese reform in being. There is little doubt that it is an actual reform, though at present better in intention than performance. The Censors do not seem to think so, however, and for the third time they have denounced the Throne the Commissioners who rule the new organization and exercise magisterial functions. "Incapacity and avarice" is the charge which the virtuous Censors have levelled against the chiefs of the gendarmerie, and in reply the Censors are accused of "jealousy and spite." It seems that the creation of two Commissioners of Metropolitan Police with magisterial functions has taken away three-fourths of the power of the Censors, who have hitherto had invested in them the magisterial functions now held by the two Commissioners of Gendarmerie. Prior to this Peking was divided for magisterial and other conveniences, into five "cities" or sections, in each of which was a Censor, who held the designation of "Superintendent of Police" of his "City" or section and tried all police cases brought to him. Cases of importance requiring to go before the higher courts were handed over by him "after due inquiry" to the Court of the Governor of Peking, or to the Censorate—usually after the victim had been squeezed dry. The creation of Commissioners and sub-Commissioners of Gendarmerie has, therefore, taken away the "Rice-bowl" of Censors who have lost their most lucrative means of support.

The mistake was in ever allowing these Censors to take extra-Censorial duties, giving them opportunities for "squeeze" and exaction which as censors only they would not or should not have had. As a Censor is a man and a Chinaman, or a Manchu and a mandarin presumably, he should never have been permitted, in view of the theory of his position, to aim at fees or payment by results. It is quite evident that the model has been departed from, and the Censors not a whit better than the censored. It is rather amusing, because typically mandarinlike, to find the commandant general of the gendarmerie alluding to the "useless and decrepit organization" of the Censorate regime, and it is certainly impressive to learn that the Throne shelved the Censors' memorials on the strength of representations that "since the policing of the streets of Peking by the new gendarmerie crimes have lessened by two-fifths, whilst the number of arrests has been seven to every two made by the old time police of the censors." That there should be more than three times the number of arrests after crime has lessened by two-fifths is one of those statistical phenomena calculated to convince even the Dowager-EMPERESS that the old order changing, giving place to the new, is not altogether bad because revolutionary. When railways and enlightenment prevail in China, the best censorate, that of the public itself, will be constituted automatically, and we may expect to hear less of these Gilbertian recriminations.

Mr. Beecham, pill maker, died about a week ago.

The report of the Yangtze Insurance Association—an excellent investment—appears on page 5.

Additional lists of the address for H.E. the Governor will be found at Messrs. A.S. Watson & Co., and Messrs. Camphill Moore & Co.

Before Mr. F. A. Hazeland at the Police Court yesterday the master of the steam launch *Kwong Chou* was fined \$25 for carrying 64 excess passengers.

The final of the Hongkong Hotel billiard tournament will be played this evening. The finalists are the well known local players, Pitt of the Police Force and Melvin of the Taike Sugar Works.

Chau Shing, a foreman employed on the works of the new Post office, was charged before Mr. E. D. C. Wolfe at the Police Court yesterday with assaulting a bricklayer by striking him on the head with a brick. As the bricklayer was in hospital the case was adjourned, bail being fixed at \$260.

France will establish a consulate at Nanking within a short time. Mr. H. For, at present first interpreter at the Consulate-General at Shanghai, is likely to be appointed Vice-consul at Nanking.

During the heavy squall on Saturday, a large cargo boat which was making for the typhoon anchorage at Causeway Bay ran down a smaller craft, the result being that a man and child were drowned.

The Queen of Spain has a passion for open windows. Upon entering the palace at Madrid the other day she also ordered all the windows to be opened at once, and, in consequence, sixteen ladies became incapable of attending upon her, as they all caught chills.

A Liberal M.P. was addressing a meeting when a voice rang out, "What about the Hebrides?" This last word, pronounced as two syllables, completely puzzled the speaker, till it dawned on him that the interpreter wanted his views on the New Hebrides!

The propaganda for redeeming the Japanese Loan continues to spread in Korea on the supposition that the redemption would restore Korea to a position of independence. The latest insinuation, circulated against the Japanese, says a Tokyo telegram in the *N.C. Daily News*, refers to a scheme to federate Japan and Korea.

The British Minister has addressed the Waipapa in consequence of the opposition of the gentry of the province of Szechuan against the mining concession of Mr. Little in Kiang-poh, and has asked for an indemnity in case Mr. Little should be prevented by the gentry from making use of his concession.

The wife of the Governor-General of India, Lady Minto, and her daughter, Lady Eileen Elliot, have been distinguishing themselves as tiger-slayers. Shooting at Kolabari, Lady Eileen and Lord Minto killed a tigress and two cubs one forenoon, and out of four tigers accounted for in the afternoon, Lady Minto and her daughter each shot one.

The Czar's bomb-proof train, in which the Empress Maria travelled to Calais, consists of nine very large coaches, the bodies of which are specially constructed of steel. Each of the coaches bears the Imperial eagles emblazoned in gold on the outside panels. A peculiar feature of the train is the smallness of the windows. The train is guarded night and day by thirty or forty attendants.

Silk manufacturers are at present making vigorous efforts to remove two evils which seriously prejudice their business, namely the injustice of the Carriers Act, and the injury suffered by the production of imitation silks. The subject was discussed at the last meeting of the Silk Association, when Mr. W. E. Brookelhurst, M.P., said he would endeavour to have their grievances laid before the President of the Board of Trade.

Mr. Harry L. Giller, manager of the *North China Daily News*, passed through Hongkong on the homeward bound French Mail. He goes to Paris and London for professional purposes, and afterwards intends to spend a holiday in the Canaries. Mr. Giller knew Hongkong well six years ago, and is full of admiration for the improvements effected since he then saw it. The substantial nature of the new additions to city architecture was the feature that impressed him most. He is of opinion that in North China the anti-foreign feeling is visibly growing.

It was formally announced in the Japanese Official Gazette of April 2 that the Nippon Dai Hakusan-kai (Great Japanese Exhibition) will be opened at Tokyo on April 1, 1912, and will continue until October 31. At the same time the establishment was announced of an Exhibition Business Bureau for the purpose of attending to all matters relating to the Exhibition. The staff of the Bureau is to comprise one of the Princes as Patron, a Vice-Patron (the Minister of Agriculture and Commerce), a President, a Chief Secretary, four Secretaries, five Engineers, and a number of minor officials. In addition, one hundred and ten experts are to be appointed as councillors.

An association known as the Order of Nebuchadnezzarites has been formed at Chicago, the members of which will emulate the example of the famous Babylonian monarch who spent some years of his life on all fours among the beasts of the field. The object of the fraternity is to reduce weight and promote bodily health, for which exercise on all fours is said to be much more effective than dieting and medicine. Enthusiasts of the new cure declare that man in his upright position suffers from the weight of his head and shoulders. Strict Nebuchadnezzarites read their paper, at their meals, and take all exercise on their hands and knees. In course of time, if there be anything in evolution, we shall expect to find their ears grow longer.

It is intended to present a testimonial to Sir Frederick Young, upon his 80th birthday in June next, in recognition of his eminent services to the Royal Colonial Institute, extending over a period of 37 years. A committee, consisting of the Hon. T. A. Brasse, Lieutenant-General Sir Bona Edwards, and Sir Neville Lubbock, representing the council, and Sir Francis Lovell, Mr. R. D. Douglas MacLean, and Sir E. Noel Walker, representing the Fellows, with Mr. Algernon E. Aspinall as hon. secretary, has been formed to undertake the necessary arrangements. Sir Frederick Young became a Fellow of the Institute as far back as 1869, a councillor on June 5, 1871, and he acted as honorary secretary from November 24, 1874, to July 27, 1886, on which date he was elected to his present position of vice-president.

At an early date a special Envoy will be sent to London by the Persian Government for the purpose of discussing various questions affecting British financial interests in Persia. The Envoy, it is understood, will subsequently visit Paris, Berlin, and St. Petersburg, as it is recognised that the foundation of the National Bank, by which it is hoped to regenerate the finances of the country, is a matter of international concern. From the British point of view, the whole situation is one of particular interest, as the Imperial Bank of Persia was incorporated under a special Commission granted in 1889 by Nasred-Din the grandfather of the present Shah.

On the occasion of the departure of His Excellency the Governor in Matthew Nathan, K.C.M.G., from Hongkong on the 24th inst., the following will be the Military arrangements:—(1) The O. C. R. E. will detail a Guard of Honour in accordance with para 64, (2) King's Regulations to be formed up on Blake Pier by 12.30 p.m. on above date. The Band of the 3rd Middlesex Regiment will accompany the above Guard. (3) The following troops will line the streets in accordance with plans issued, to be in position by 12.10 p.m.:—Royal Garrison Artillery, 100 Rank and File, proportion of Officers; 3rd Middlesex Regiment, 100 Rank and File, proportion of Officers; 119th Infantry, 200 Rank and File, proportion of Officers; 129th Baluchis 300 Rank and File, proportion of Officers; Hongkong Volunteer Corps, 100 Rank and File, proportion of Officers. Troops will present Arms by Half Companies as His Excellency passes. The Mounted Troop Hongkong Volunteer Corps will form an escort, reporting to Government House at 12.10 p.m. Dress for all the above, "Review Order"—Khaki. (3) The C. R. A. will arrange to fire a Salute of 17 Guns to commence as soon as the launch which conveys His Excellency the Governor is clear of the Pier. (4) Officers Commanding Units, Heads of Departments and Staff Officers will meet the Officer Commanding Troops on Blake Pier at 12.40 p.m. Dress "Review Order"—White.

THE COMMISSION.

A SUGGESTION FOR THE DEPARTING GOVERNOR.

Since it became known that the Governor was to leave the Colony at any early date there has been a feeling which has found expression in many places that it would not be out of place if His Excellency could give some indication of the result of the great work of reform with which his name will be associated. The Commission to inquire into the operation of the Public Health and Buildings Ordinance of 1903 had an extremely long sitting, much longer than was ever anticipated, and the inference is that the investigations justified the appointment of the Commission. It had been an open secret that the administration of this Ordinance left much to be desired, and the dissatisfaction, swelling into loud complaints, was too widespread to be ignored. The way had been opened for irregularities and through the staffs of both the Sanitary and the Public Works Department may have been faithful servants a few of them had fallen under suspicion which unfortunately tended to lower the public confidence in the integrity of a section of our civil servants. Not that it was altogether deserved. This was simply a case where the many had to suffer for the misdeeds of the few.

In order then to give some form of completeness to this undertaking which had for its object the pacification of administration, it would be very appropriate if His Excellency could see his way to let the community know the value of the service he has rendered in this direction by the publication of a report before his departure. It would be greatly appreciated, and add to the popularity His Excellency has earned here. There may be official reasons why this course should not be adopted at present, but surely some promise of the contemplated reform might be extended before he says good bye to Hongkong.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Robertson Farewell Cup was held at Happy Valley from the 13th to 15th April, 1907. The following returns were made:—

ROBERTSON FAREWELL CUP.			
Mr. R. O. Hutchinson	79	net	= 79
Hon. Mr. W. J. Gresson	92	=	80
Mr. A. Gittins	83	scr.	= 83
Mr. E. J. Grist	83	scr.	= 83
Mr. F. W. Warren	88	=	83
Mr. E. F. Mackay	91	=	88
Mr. W. J. Saunders	96	=	89
(23 entries.)			
POOL.			
Mr. R. O. Hutchinson	79	=	77
Mr. T. C. Gray	88	=	77
Hon. Mr. W. J. Gresson	92	=	78
Mr. E. J. Grist	83	=	81
Mr. F. W. Warren	88	=	87
Mr. W. J. Saunders	96	=	87
(27 entries.)			
+ Winner of Cup.			
* Tie for Pool.			

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Totomaru* (Bombay Line) left Kobe for this port via Moji and Shanghai on the 14th inst., and is expected here on the 24th inst.
The Boston s.s. Co.'s str. *Tremont*, sailed from Victoria on the 13th inst., and is due at Yokohama on 1st May.
The East Asiatic Co.'s str. *Siam*, left Suva on the 5th inst., and may be expected here on or about the 4th May.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SHIPPING DISASTER.

LONDON, April 16th.
The steamer "Andalusia" foundered off Gibraltar. Twenty lives were lost.

GERMANY'S NAVAL PROGRAMME.

LONDON, April 16th.
Germany has decided to build two larger "Dreadnoughts."

THE INDIAN COMMAND.

LONDON, April 16th.
Lord Kitchener's service as Commander-in-Chief in India has been extended two years.

JAPANESE NAVAL SUCCESS.

TOKYO, April 16th.
The turbines of the battleship *Aki*, launched yesterday, are faster than those of her sister ship *Satsuna*. The crew of the British cruiser *Alacrity* cheered the launch at Kure.

MANCHURIAN RAILWAYS.

TOKYO, April 16th.
At a meeting of the Manchurian Railway Company to-day a proposal to borrow eighty million taels, debentures floated abroad, was sanctioned.

VICEROY SHUM.

SHANGHAI, April 16th.
Viceroy Shum has at last set out for Szechuan.

FOREIGN CONSTABLES ATTACKED.

SHANGHAI, April 16th.
Two foreign river constables pursued salt smugglers on the Yangtzeopos yesterday. The smugglers resisted and smote Chigwidder rendering him unconscious. The other constable fled and sought help. Chigwidder recovering, crawled to the foreshore and finally reached the lower customs hulk whence he was conveyed to Shanghai Hospital with his head cut and a broken leg.

[REUTERS' SERVICE.]

DESTROYERS IN COLLISION.

LONDON, April 14th.
The destroyers *Furber* and *Osprey* collided in the Channel yesterday; both are damaged, *Osprey* seriously.

THE COLONIAL CONFERENCE.

LONDON, April 14th.
General Botha has landed at Southampton. The Mayor of and the Corporation drove in state to the docks and presented an address to him on board, to which General Botha replied in Dutch, thanking the Mayor heartily for the welcome.
The official opening of the colonial Conference will be held in private. Lord Elgin will preside and Sir Henry Campbell-Bannerman will deliver an address of welcome.

RUSSIA.

LONDON, April 14th.
A mutiny has occurred at the Biga prison. The troops summoned to suppress the mutiny, fired on the mutineers, killing and wounding 19 of them; the loss of the troops being 9 wounded.

A Congress of Nobles intends to petition the Tsar to dissolve the Duma. Krustaleff, the President of the Council of the Workmen's delegates, who was condemned to a lifelong exile in 1906, has escaped abroad from Siberia.

THE UNITED STATES.

LONDON, April 14th.
News from Chicago states that the Standard Oil Co. has been convicted in the United States District Court for receiving rebates. No penalty was imposed pending an appeal.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on April 16th at the Board Room. The Hon. Dr. J. M. Atkinson (President) presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Dr. F. Clark (Medical Officer of Health), H.C. Mr. A. W. Grewin (Registrar General), Hon. Mr. F. J. Bodeley (Captain-Superintendent of Police), Mr. H. Humphreys, Mr. Fung Wo-chun and Mr. G. A. Woodcock (secretary).

THE CHINESE AND CREMATION.
A letter was received from the Colonial Secretary relative to the number of dead bodies found cast away in the Colony.

The MEDICAL OFFICER OF HEALTH suggested cremation as the best way to dispose of these, but the Chinese members Messrs. Lau Chu-pak and Fung Wo-chun, wrote strong minutes against this proceeding, stating that it was against the Chinese traditions and a disrespect to the dead.

The papers are to be recirculated, only four members having seen them.

MODIFICATION WANTED.

Correspondence relative to a modification of the requirements of section 180 of the Public Health and Buildings Ordinance 1903 in respect of No. 233 Station Street North, Mongkok is being submitted.

The applicants pointed out that if they had to provide the open space required by the new Ordinance they would have very little house left.

Mr. Lau Chan Pak insisted—No action should be taken in this case as suggested by the A. M. O. H.

The Registrar General—This application should be forwarded to the Colonial Secretary to be laid before the Governor in Council and the Board's opinion on it should be forwarded at the same time. It would be harsh to enforce the law strictly in this case.

On the motion of the REGISTRAR-GENERAL, seconded by the Hon. Mr. W. CHATHAM, it was agreed to forward the application to the Colonial Secretary as suggested.

WATER ANALYSES.

The report of the analyses of the public water supplies stated that in each case the water was of excellent quality.

MORTALITY STATISTICS.

The mortality statistics for the week ended 30th March showed that the death rate for the whole foreign community during that week was 8.2, while for the previous week it was 32.8, as against 49.9 for the corresponding week of last year. For the Chinese community the death rate for the week ended 23rd March, was 22.1, for the following week 16.4, as against 18.1 for the corresponding week of last year. The total death rate for the Colony was 15.8 for the week ended March 30th, while for the previous week it was 21.9, as against 19.0 for the corresponding week of last year.

MILK AND BEER.
The result of examination of six samples of beer and six of milk during the quarter showed that they were satisfactory.

SUPREME COURT.

Tuesday, April 16th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

MISSING SHEETS.

The case in which two pirates of the H.K.S.B.G.A. sought to recover the price of three bed sheets from Mak Lan, a washerman, was called. Defendant never did not appear.

The case was adjourned until to-day to enable defendant to replace the missing sheets, which, it will be remembered, plaintiff said cost \$6 each as they were silk lined. The soldiers informed his Honour that the defendant had found the sheets.

His Honour—I thought he would. He had pawned them.

Plaintiffs on being asked whether they would have the sheets or the price of them with costs, replied that they preferred to have their sheets. His Honour pointed out that it would be better for them to get the price of new sheets, and he gave judgment for the amounts claimed, \$12 and \$6, with costs.

THE NEW MAIL CONTRACT.

We have received a White Paper (No. 76, ordered by the House of Commons on March 12th) relating to the C.P.R. Liverpool and Hongkong mail contract. The text provides for the completion of the journey from port to port during the summer months within 708 hours. The contract arranges, with certain modifications, for an extension for two years from April 7, 1906, of the contract of October 11, 1901, in which the Post Office, the Admiralty, and the Canadian Pacific Company were interested, which had already been extended to allow time for a further acceleration. This has now been accomplished by the company, who commenced to run a fast transatlantic service last July.

The advantages offered are shown in the following table of maximum periods of transit:—
Old Contract—Halifax or Quebec to and from Hongkong, April 1 to November 30, 684 hours; December 7 to March 31, 733 hours.
New Contract—Liverpool to and from Hongkong, via Quebec or Rimouski, 308 hours; via Halifax or St. John, 732 hours.

It is estimated that the reduction in period of transit between the two ports will be about ten days. Under Clause 17 it is also provided that the master and officers and, except in the vessels plying between Vancouver and Hongkong, at least three-fourths of the crew of every mail ship shall be British subjects.

The Admiralty are no longer a party to the bargain, but the subsidy of £20,000 per annum remains unaltered, towards which the Canadian Government will contribute £15,000.

In a memorandum accompanying the text of the contract the Treasury state they have assented to this extension with some hesitation. The use of the route for postal traffic has hitherto been comparatively small, and they do not regard with favour the grant of subsidies, on commercial grounds. But, in view of the important modifications mentioned, they approve of the arrangement as a purely temporary measure.

FUNNELS AND FLAGS.

THE "SAN CHEUNG."
The San Cheung was already reported, was raised and docked and repaired. She was lying at the Canton wharf, and yesterday, radiant with flags, and workmen were busy adding the finishing touch to the new-looking cabin and the commodious saloon. With the popular shipper in command again, there is little doubt that the San Cheung will, as before, have a fair share of the Canton River trade.

THE WHISTLE AGAIN.

Sergeant Atlee proceeded against F. Spieson, master of the German steamer *Chon Fa*, before Commissioner Basil E. Taylor, A.M., Marine Magistrate, for unlawfully blowing the whistle of his vessel on the 14th instant in the harbour. The sergeant said when the *Chon Fa* approached her tug she blew four short blasts and about two minutes later another six blasts. The Captain stated that a steam wharfed was made fast to his tug, and the whistle was blown by the pilot to get her away.

A fine of \$40 was imposed.

EXCUSEMENTS TO TILL.

The *Manchester Dispatch* says: It will soon be possible for jaded holiday makers to spend a happy holiday in the Cannibal Islands. Margate and Ramsgate are apt to cloy, and one can even get used to Paris and Rome. So that the Cannibal Islands, as a holiday resort, should be heartily welcomed. The P. and O. Company already announce the issue of through tickets to Fiji, which is a most convenient coast, with special return fares and there are equal facilities also by way of Sydney for reaching the Samoan and Tonga group. Such a trip would include the New Hebrides, and also some of the lesser known islands of the Pacific. One would also have an opportunity of seeing the island of the Bounty. The period for such a holiday would be from four to six months, and the best time of the year to embark upon it is between March and October.

SOUTHERN SHIPING.

A Belfast correspondent writes: The news that Harland and Wolff, the great shipbuilders of Belfast, had decided to start a ship and engine repairing yard at Southampton was officially confirmed. For some time past such a development had been frequently rumoured, and as often denied. It was also stated that the new departure would mean the loss of half a million yearly to Belfast, but this statement requires explanation. It is true that Harland and Wolff expect to receive sufficient work at Southampton to cover the sum named, but the large proportion of that work will be contracts that would not come to Belfast. Owing to the circumstances of the moment it frequently happens, for instance, that a disabled vessel is unable, without being towed, to come to Belfast for repairs, and Harland and Wolff expect in such a case to carry out the work at Southampton, where, of course, they will have to undertake any repairs necessary to White Star liners after the summer.

OVERSEAS CUSTOMS FEES AT SHANGHAI.
Messrs. Gibb, Livingston & Co., agents of the Han Line and the E. and A. S. S. Co., and Messrs. Butterfield and Swire, agents of the O. S. S. Co., and numerous other lines, wrote the following joint letter to the Shanghai General Chamber of Commerce.

Shanghai, January 22, 1907.
Dear Sir:—The undersigned representatives of Shipping Companies trading to Shanghai solicit the assistance of the Chamber of Commerce in protesting against the imposition by the Commissioner of Customs of excessive fees for permits to work cargo after Customs hours, whether the vessel works after those hours or not.

It frequently happens that a steamer is due either at Woosung or Shanghai, and Customs hours, but from causes over which it will be readily understood, it is unable to arrive at the port in time to be discharged or loaded at the actual hour when the discharge or loading of cargo will be completed, in such cases it has been customary to apply for the permit in anticipation, and up till quite recently such permit, if not used, were not charged for.

The Commissioner of Customs now contends that as a staff of tide waiters has to be provided for the night, and that the whole of the fees collected in this manner, there can be no justification for charging a fee, only a very small portion of which can possibly be so utilized.

We venture to hope that you will place this letter before the committee and that we shall receive the support of the Chamber in protesting against what appears to us to be an injustice to the shipping interest.

Interrogated by the Chamber, the Commissioner of Customs replied that shipping firms had been obtaining such permits in excess of actual requirements, and that in consequence of the dislocation of staff (Customs officers being detailed for extra duty at points where their services were not required, to the detriment of necessary work elsewhere in the harbour) he could hold out no hope that these charges would be foregone. (In part) "the proportion of unneeded permits to the total issue is still thirty-two per cent, although shipping agents have received repeated warnings that by not continuing to apply for more permits than were absolutely required, they would bring about the strict enforcement of the Special Permit Fee rule. The figures for 1905 were 12,554 permits taken out, and 5,525 unused; and for the four months ending in August this year 3,029 permits out and 987 unused. I can see no reason, therefore, for denying any longer to carry out the rule notified afresh in March last. Customs Notification No. 64."

BELGIUM'S MARITIME MARINE.

The Antwerp Chamber of Commerce publishes a remarkable report of the result of the inquiry regarding the proposed creation of a Belgian merchant marine, which is destined to enthusiastic patriots, who cannot understand why the products of Belgium and German ships, transported in British and German ships, the report openly commends the Government's policy of any kind which, it says, would create a national marine only becomes necessary when it is a source of wealth itself, and not a drain on the taxpayer. No merchant marine was ever successfully created by patriotic enthusiasm. The report further recommends, and as a result, the employment of foreign navigators, deprecating any attempt to exclude them, because Belgium has too few and has had too little experience. This report will have a great effect in moderating the wild ambitions of certain factions of well-meaning people, who, ignorant of the practical side of the shipping trade and jealous of the success of England and Germany at sea, would have led Belgium into a disastrous speculation.

LONDON AND ITS DOCKERS.

At a meeting of the Thames Conservancy Board last month Lord Desborough presiding, the Parliamentary Committee submitted a report received from the sub-committee appointed to consider the London Port and Docks Bill. It was recommended that the Board should oppose the Bill on second reading,

and if necessary appear on their petition in Committee. Mr. G. Burt, in moving the adoption of the report, said he understood that no further attempt would be made to negotiate with the Dock Company. The recommendation having been approved, further discussion arose on the proposal of the Committee to transmit a copy of the sub-committee's report to the Board of Trade. The proposal of the committee was approved, and it was decided to address a letter to members of Parliament on the Board recommending them to oppose the second reading of the Bill.

A large meeting of the General Produce Brokers Association was held at the Commercial Sale Rooms, Mincing Lane, yesterday, to consider the London Port and Docks Bill, a communication having been received from the London Chamber of Commerce asking the opinion of the Association. The Hon. Alban G. H. Oakes presided. Mr. A. C. Cole (Director of the Bank of England) moved a resolution protesting against the London Port and Docks Bill, promoted by the London and India Dock Company and urging the Government to oppose the second reading. The main object of the Bill, Mr. Cole said, seemed to be to provide an increased income for the ordinary shareholders of the dock companies. Dock shares were held by merchants, interests must be represented on the body which was going to settle the matter. The resolution was carried unanimously.

SHIPPING RINGS.

Mr. F. W. Grimwade, a partner in the London firm of Messrs. Grimwade and Ridley, Australian and New Zealand merchants, giving evidence last month before the Royal Commission on Shipping Rings and the like, sitting at Winchester (Coburn, K.C., stated that rates of freight had been kept more or less uniform by the existence of the shipping conferences, and that had been satisfactory both to merchants and shipowners. However, he considered the system of deferred rebates entirely indefensible, and it should be done away with by legislation, if necessary. The remedy could be easily arranged by a strong combination of the merchants on the one hand and the shipowners and brokers on the other. The merchants should sign an agreement to ship only by conference lines, and in exchange the shipowners should agree to give the lowest rates of freight. In reply to Mr. Fred Maddison, M.P., the witness said that the conference system benefited the consumer by reason of the uniformity of rates which it brought about. The intention without a conference system would be as violent as from \$5 to \$10 a ton. He was not prepared to say whether he would prefer a system of conference with rebates to no conferences at all. Mr. F. Dyer, who gave evidence on behalf of the South African section of the London Chamber of Commerce, said it was very difficult to see how one could advocate any other system than that to keep trade in main groves. He would advocate a rebate system with a system of arbitration added to it. Although he considered that the rebate system would take the trade and be a good thing, as at present place, he did not think that as at present place, it gave to the London merchant sufficient elasticity by the way in which he should do his business. In the system were modified it might be then that the feeling of South Africa against it would be less intense.

TARIFF REFORM'S ADVANTAGES TO SHIPPING.

Sir Joseph Lawrence presided over a meeting of the London Welsh Conservative and Unionist Association held at Carlton Hall last night, when Mr. F. L. Vernon Harris, a member of the Tariff Reform Commission, read a paper on "Shipping as Affected by Tariff Reform." Mr. Harris said that though it was no part of the Commission's policy, so far as it went, to secure for this nation's shipping any monopoly or preference, such as the monopoly of the coasting and colonial trades reserved by many other countries to their national shipping, yet it could be proved that the indirect advantages were so material and valuable that they deserved the closest consideration. He would endeavour to show (1) that the immediate effects of the repeal of the Corn and Navigation Laws were seriously to damage the shipping industry of this country and to promote the industry of other countries; (2) that the industry of other countries was not due to any special advantages that were enjoyed from Free Trade, but was due rather to the special facilities shipowners had for obtaining capital; (3) that other nations which had a fiscal system of high tariffs had captured many of those special trades which formerly were looked upon as our own, and that their shipping had been rapidly driving us out of what were exclusively our own trades, even with countries like the United States, where British prestige is preeminent; (4) that the construction of vessels for foreign protected countries was leaving this country and going to the shipbuilding yards of those countries themselves. We emerged from the Napoleonic Wars as the one great shipbuilding Power of Europe. From the Battle of Waterloo until 1840 our progress was rapid and unchecked. With the introduction of Free Trade our shipping received its first setback for many years. In 1859 the General Shipowners' Society presented a petition in which they showed that during the eight years of Free Trade the entrance and clearing of British shipping at British ports had increased by only 21 per cent, whilst during the eight years immediately preceding the repeal the increase was 51 per cent. Foreign shipping had increased after the repeal by no less than 25 per cent. In consequence of the competition British ships had become unremunerative and many vessels were idle. It was, in his opinion, mainly due to the ready facilities for obtaining capital and promoting steamship companies that we owed to-day so large a proportion of the Mercantile Marine of the world. To be able to boast of a supremacy held on such precarious conditions was a source of danger, and a reason for disquietude. Profoundly grave decreases in our European trade had taken place during the past few years and were continuing to-day. During the last fifteen years the increase in the tonnage of British vessels passing through the Suez Canal was considerably less than the increase in the tonnage of vessels belonging to German shipowners. In fact, every shipping nation in Europe, except Italy, was extending its trade to the East much more rapidly than we were. Further, the trade figures showed that the foreigner was forcing his way into our Colonies. Preferential trade with our Colonies was essential if we were to preserve our colonial trade with this country. Whether there could be arranged conditions which would reserve for British vessels the British home and colonial trades in the same manner as the home and colonial of many foreign nations were retained for their own shipping alone, remained to be seen. But there would be nothing to prevent us excluding other countries from participating in these in the event of their being unwilling to throw open their own home and colonial trades to the shipping of this country.

HAMBURG TROUBLES.

An international conference of trade union delegates engaged in transport work was held at Rotterdam to discuss the situation at Hamburg, for which port dockers have been recruited from London, England, Germany, France, Belgium, Switzerland, and other countries sent delegates to the number of sixty, and some eight of the Hamburg dockers were present. An agreement was arrived at as to the action to be taken by the unions in these countries in the event of a strike.

"If the strike goes on," declared one of the English delegates, "it may extend to great many ports both on the Continent and in England. The position, when discussed at the conference, he continued, "was a very peculiar one. So six months ago the men took a day's holiday. When they returned to work the employers said: 'As you have taken one day for your own convenience, we are going to lock you out for ten days for our own.' So they locked the men out and took some blacklegs from England. When they asked the men to return at the end of the ten days the men said: 'No. Before we return we have one or two little matters to clear up.' One of these was that there was to be no night work after ten o'clock. The employers consented to this, and published in the papers statements to the effect that the employers were delighted to abolish night work. Well now, suddenly, after ten o'clock, the employers said: 'No. It is a good thing, as you said in the papers, and we shall continue it.' The employers wanted the men to strike but the men said: 'No. If there is to be a strike, you will have to lock us out. The employers were afraid to lock the men out because there are certain strike clauses and shipowners, under which, if they locked the men out, they would have to pay compensation for loss of wages and stoppage. If the men were to strike, on the other hand, the employers would be exempt because the strike clause would protect them. That has been the position in Hamburg. It is the finest port in Europe from the shipworkers' point of view. Every man in the port is a trade unionist, and the employers are the Bismarcks. This affair is very bad from the international point of view and another. The Englishman's name is becoming ill odour in this matter of providing blacklegs. The Hamburg dockers, however, are not afraid of the type of man England is sending over."

A MIRACLE IN BORNEO.

Mr. W. H. Hastings of Labad Data writes to the *British North Borneo Herald* as follows: "Are the days of miracles over? This is the question that everybody here in Labad Data is asking themselves. A man, well known here, who has for over three years been unable to make himself understood on now talk. He is a Malay, like a person with no root to the ground. He communicated with his fellows by writing either Malay or Romanized Malay. The day before yesterday I was at breakfast when my servant said to me: 'Tuan, Salleh wants to see you, he can now talk.' 'What? Salleh the watchmaker?' I asked. 'Yes, Tuan,' he can speak; his voice is weak but quite distinct.' I sent for Salleh, who came, and it is quiet that the man can talk as well as any one. He told me that for three years he had tried all kinds of medicines, and length, in despair, went to the grave of a Hindu and for 21 nights prayed there. On the 21st night his voice returned to him. That the man has been unable to make himself understood for over three years can be vouched for not only by myself but by nearly every European, Native and Chinaman in the place. You can imagine the excitement amongst the Mohammedan community."

THE LATE SIR THOMAS HANBURY.

Mr. E. M. Holmes, F.R.S., curator of the Museum of the Pharmaceutical Society of Great Britain, writes to a contemporary from 17, Bloomsbury-square: "In your notice of the death of Sir Thomas Hanbury, I observe the omission of English scientific institutions which he had founded by his munificence, doubtless due to his own unquestionable modesty. I may perhaps mention one instance. The Museum of the Pharmaceutical Society of Great Britain in November, 1892, was presented by Sir Thomas Hanbury with the valuable collection of rare and ancient and modern materia medica made by his brother Daniel (who had a world-wide reputation as an authority in materia medica and botany), as well as with all the medicinal plants collected during many years for his botanical museum at Paris and elsewhere. The collection of plants, some of them extremely valuable works on materia medica and botany. Both the specimens of materia medica and books have been utilized by reference by many scientific men, and only recently the herbarium of medicinal plants afforded considerable information to the botanists of the Royal Gardens at Kew and Berlin. As Sir Thomas Hanbury took great interest in medicinal plants—a fact well known to all visitors to his celebrated garden at La Mortola—it indicates a little self-denial to have parted with the botanical treasures presented to this society."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 16th at 11.45 a.m. The barometer has risen moderately in N. China and fallen slightly over S. China, the Loobooos and the Philippines.

Pressure is high over N. China, and still low to the N.E. of Japan. It is also slightly low over the Pacific to the S. of the Loobooos. The wind will probably freshen from N.E. in the Formosa Channel, and moderate S.E. and E. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.41 inches.

The forecast for the 24 hours ending at noon is as follows:—

Hongkong & Neighbourhood. (N.E. winds, freshening. Formosa Channel. Same as No. 1. South coast of China between Hongkong and Lamocke. Same as No. 1. South coast of China between Hongkong and Hainan. Same as No. 1. (E. winds, moderate or fresh; unsettled, thunder showers.

UNDER THE WHITE ENSIGN.

A Writer of notes with this heading in the *Evening Standard* says:—Sir Arthur Kayet Wilson has been specially promoted Admiral of the Fleet. He will not, it is believed, receive any appointment ashore or afloat for the present; but in this way his services are preserved for the country, and it may not, perhaps, be long before he will be found in a position of great responsibility, though not that for which his name has been mentioned. There are now three specially promoted Admirals of the Fleet on the list—Lord Walter Kerr, Sir John Fisher, and Sir Arthur Wilson. Perhaps it is intended to continue such promotions for distinguished service—quite rightly, as most people will think. If not there will, sooner or later, be a block which will be felt as a hardship by deserving officers sent for promotion.

The debates on the Navy Estimates were useful in that they resulted in something like a general agreement as to the meaning of the "Two-Power Standard." It may now be taken as established that the two next strongest Powers, whichever they may be, are meant when the standard is invoked. This, of course, is the only common-sense interpretation. Since the country depends on created in a day, it is necessary that we should be prepared to resist attack by any possible, not only by any probable, combination. This, of course, does not mean that we are to build against the world; but that we are not to be lulled into security by the fact that in the momentary circumstances of the time, such and such a Power is maintaining friendly relations with us.

No alliances for a fixed period of time do not absolve us from taking precautions against a rupture of amity with the ally. Alliances usually contemplate common action against a third Power or combination of Powers. They are not to be taken as a guarantee that differences may not arise between the allies themselves. Such a thing is, of course, unlikely; but it is not impossible, nor without precedent in history. In contemplating the future, it is well to remember, as was pointed out in debate, that after the expiration of its term of the Japanese treaty it may be necessary soon now to keep a squadron of battleships in Chinese waters. We trust that no differences will ever arise with our good friends the Japanese; but the possible weakening of China may have far-reaching consequences. In estimating our needs under the two-Power standard, it is of importance to take into account a force equal to meeting the two next strongest Powers in European waters will be of little service in the event of trouble arising suddenly in the Far East. It is for this reason that, however satisfactory our position may be at the moment, and for some years to come, we are bound to contemplate the need of increased programmes in the future. Mr. Balfour's expressed hope that the Government of the day might try to have the courage to ask the country to make the required sacrifices was by no means a mere outburst of opinion.

An innovation deserving of notice is introduced into the new ocean-going destroyers *Saracen* and *Amazon*, which are each to be fitted with two four-inch B.L. guns. The largest weapon hitherto fitted in a destroyer is, of course, the 12-pounder. The four-inch gun is more than double twenty-five pounds weight, is supercilious. The fact of the weapon, therefore, seems considerable increase of power, and it is not the case that the experience of the Russo-Japanese war shows that the effectiveness of a gun for use against torpedo boats, depends rather on the sensitivity of the gun than on the weight of the projectile. A 12-inch in the engine-room or a shell which penetrates the bottom will, of course, be effective in proportion to its weight. But a large number of projectiles sent straight through without bursting, and if this occurs, the larger calibre of the gun will give no practical advantage.

THE LATE "DR." DOWIE.

When the pious herring Dowie lay dying, he owned his enemies. Here is lines is the brief record of his astonishing career:

Born in Edinburgh, May 25, 1847.
Emigrated to South Australia, 1851.
Returned to Edinburgh and studied theology for five years, 1857.
Became pastor of a Congregational Church in Sydney, 1873.
Imprisoned for a short period in Tasmania, 1875.
Arrived in London, 1875.
Preaching and building up a church in Chicago, 1879-89.
Starts a scheme to build Zion City, 1900.
Visits New York, August 11, 1904.
Arrives in London, August 20, 1904.
Purchases 3,500 acres of land and sets for Zion City, September 3, 1904.
Campaign in London, October and November, 1904.
Returns to Chicago, January 1, 1901.
Leads army of 4,000 faithful to dedicate site of Zion City, May 1901.
Mission to New York, October, 1903.
Mission to Australia, January, 1904.
Attacked by the populace, flees the country, and goes to France, May, 1904.
Arrives in London, June 1904.
Returns to Zion City, is supercilious, stricken with paralysis, October, 1904. Died March 1907.

EXPLORATION IN TIBET.

On reaching Shigatse, towards the end of February, Dr. Sven Hedin gave information as to his adventures in Tibet in inaccessible regions of Tibet. The British interdiction of exploration in Tibet led the famous Swedish traveller to enter the country by way of Chinese territory. Between Chinese Turkestan and Tibet he travelled 840 miles in unexplored country, all of which was mapped, points being fixed astronomically and panoramas drawn. A meteorological journal was carefully kept, and many photographs were taken. A comprehensive geographical account of the whole journey was drawn up, and over 200 specimens of rocks in connection with geological profiles were secured. Before the expedition met the first Tibetan human footprint for 83 days, and the caravan, which had consisted at the start of 122 persons and mules, had so dwindled down that the 25 Lhasa servants with the party had to carry a good deal of the baggage. When the caravan reached Ngang-tso only eight ponies and one mule were left, but fortunately Dr. Sven Hedin was able to buy 22 good yaks from the Tibetans. Dr. Sven Hedin received very favourably by the Tibetan officials, and, curiously enough, one of the first he met was the man who refused him access in 1901. The explorer, his two assistants, and the Lhasa men all enjoyed good health in spite of the intense cold and the privations they endured, and no lives were lost.

THE CHAMPAGNE OF THE TWENTIETH CENTURY MOËT AND CHANDON "WHITE SEAL" AND "DRY IMPERIAL."

SOLE AGENTS

H. PRICE & CO.

TELEPHONE No. 135.
36]WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

CHINESE RAILWAY SCHEMES.

ATTITUDE OF THE BRITISH GOVERNMENT.

The *Pall Mall Gazette* says:—

With the single exception of education, there is nothing into which the Chinese are throwing themselves with such enthusiasm at the present time as into the construction of railways. From all sides come reports of lines being advocated, planned and in some cases begun.

No great harm would be done to the country if this would-be railway enterprise went no further than the transference of money from the pockets of the Chinese into the pockets of officials. There is, however, one phase of this activity which contains an element of danger to China's welfare. The attempts to attract foreign capital by the raising of funds from purely Chinese sources are in several instances directed against schemes already provided for by treaty obligations. It is obvious that, unless mutually satisfactory arrangements are made for the surrender of the concessions' rights in such cases, China is adopting a course which will lead to trouble, and at the same time prove as costly as most branches of railway undertakings. An instance of an attempt to interfere with the central Government's pledges is to be found in the proposed railway from Shanghai to Hangchow. There is no reason why this line should not be constructed to Keshing; but from that point to Hangchow the railway is already bespoken for foreign capital.

In keeping with her recognised policy, Great Britain is making no attempt to press her point, but is willing within limits to allow the Chinese Government to settle the matter in its own way. This conciliatory attitude, however, is not to be misunderstood. If the concession is recklessly violated, the British Government will naturally insist upon full compensation, and will be in a position to enforce her demands. The blow, says the *North China Herald*, will fall primarily on the central Government, but it may be taken for granted that in the end the provinces will have to pay for their misdeeds. In the meantime, the railway will probably remain incomplete, even if it is actually commenced. One of China's most pressing needs is railway communication, and too much money could hardly be spent on railway enterprise. But construction should proceed on a regular system and under proper supervision, and up to the present China has not shown herself able to produce men qualified for undertakings of such a nature.

THE INDIAN OPIUM REVENUE.

The statement made by the financial Minister at a meeting of the Indian Legislative Council held on the 20th March last is as follows:—

The future of our opium revenue has been engaging our earnest attention in connection with the proposals recently made by the Chinese Government for the gradual suppression of the opium habit in that country. We have recently addressed the Secretary of State fully on the subject and it is not in my power to make any announcement at present; in fact no forecast of the ultimate outcome is at all possible. But, as evidence of the expressed desire of His Majesty's Government to meet the Chinese reformers in a sympathetic spirit, we have immediately to reduce the area under cultivation of opium in Bengal from 1,000,000 to 400,000 acres, with effect from July next, in place of 4,400 as at present. We have also thought it prudent to take a cautious estimate of the prices likely to be realized at the sales and have taken these at Rs. 1,250 per chest, as compared with an average of Rs. 1,391 chest which we expect to receive from this source is estimated at over 90 lakhs less than in the present year.

THE STRUGGLE FOR TRADE.

From a White-book issued on February 22 upon foreign trade and commerce, in which details of the exchange of foreign countries and British possessions are set forth by the Commercial Department of the Board of Trade the following comparison table is extracted relating to the trade of the five chief manufacturing nations:—

	IMPORTS.	
	1905.	
	£	
U. Kingdom	487,240,000	529,225,000
Germany	358,441,000	392,527,000
U. States	245,555,000	275,225,000
France	191,156,000	209,177,000
Belgium	116,395,000	123,423,000
	EXPORTS.	
	1905.	
	£	
U. Kingdom	329,817,000	375,673,000
Germany	246,582,000	269,250,100
U. States	333,213,000	369,325,000
France	184,675,000	201,747,000
Belgium	127,096,000	137,647,000

The above figures are to some extent subject to rectification, in view of the fact that Germany, France and Belgium estimate the value of their foreign trade on a basis fixed before-hand, whereas the custom in the United Kingdom and the United States is to estimate values on the basis of the actual value of the goods. In a year of advancing prices, therefore, British trade in the tabular statement is, comparatively with the actual amount of trade, more favourably represented than the trades of Continental rivals.

HOW TO BE BRAUTISU—Keep your complexion, Mrs. Ellen's Creme Charmanant, Lait Charmanant and Special Skin Tonic and Poudre Charmanant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. B. Watson & Co., Ltd., Sole Agents, 654

THE ROBINSON PIANO CO., LTD.

TALKING MACHINES

AND

RECORDS.

NEW STOCK JUST ARRIVED.

LARGE AND VARIED ASSORTMENT

MUSIC:

LATEST COMIC OPERA SCORES

AND

DANCE MUSIC

JUST ARRIVED.

Hongkong, 29th November, 1906.

INFORMATION IN WAR.

At a meeting of the Aldershot Military Society Colonel J. E. Capper, C.B., R.E. (Commandant of the Balloon School at Aldershot), read a paper on "Information in the Battlefield." Colonel Capper said that the information depended on two mutually dependent but distinct services—that for obtaining and that for transmitting. Dealing with transmission, he said the most complicated and scientific means had to be used—manual (ordnance), mounted, on foot, or cyclists, or (motorists), visual (flag, semaphore, lamp, and helio signal), light, balloons, rockets, and (aerial), electrical (telegraph—air line cable, or wireless—and the telephone). Each had its advantages and disadvantages, and a combination of all three had to be used according to surroundings and circumstances. Pigeons and dogs might also possibly be used, but so far no attempt had been made to utilize these for military purposes. There was apparently no recognised system of transmission, because each method was independent of the other and under different control. Efforts were being made to meet the necessities in each case, but so far the arrangements were largely uncoordinated and did not tend to really efficient working of the transmission service and to ensure that all parts of the battlefield were well served. It was essential that the service should be combined under one chief into a perfect piece of machinery in which each method had its proper place, and could be replaced or duplicated at a moment's notice by another. He advocated the formation of a Communication Corps, formed from the existing troops and organised as follows:—Air line telegraph companies keeping the Army headquarters connected with base; two cable telegraph companies enabling the headquarters to keep in touch with each of the three divisions; six divisional cable companies to keep division headquarters in touch with each of the two brigades (limit eight miles); two wireless telegraph companies to keep the brigades in touch with their divisional headquarters; and a few motor-cars to carry reports, messages, maps, etc., and quickly to establish signal stations. Its continuation would enable the service of transmission to be carried out far more effectively, whilst the number of men required beyond the existing complement of signals drawn from these sanctioned for the telegraph companies will be less than the number now withdrawn from the fighting line for those services. With regard to the collection of information on the battlefield, the lecturer said it was most difficult to obtain information from the fighting line of what was going on, and he advised that special men be appointed to go forward, not to take part in the fight, but to send back information of what was going on.

The lecturer spoke of the use made of the balloon and kite in gathering information and said that in the near future we might hope to see motor-driven aeroplanes used as aerial scout. The dirigible was vulnerable by reason of its bulk, but it existed, and we must take it into account. The aeroplane would be different. It would move fast and be little liable to injury, as bullet holes would cause it little injury, and it would be able to go considerable distances even against strong winds, and was able on ground. At present we did not know of any ground. It was probable that such a one might make its debut, and with the first real success it might be imagined that our Army, as well as other armies, would be furnished with an equipment of them. For his own part, he thought that considerable numbers would be in existence before five years were past.

For real quality and strength, give me the venom of a virtuous person. The ordinary sinner can't compete with him.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press office, and special business matters to the Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address: Press, Codes: A.B.C., 5th St. Lieber's.

NEW ADVERTISEMENTS

HONGKONG SCHOOLS SPORTS

THE ANNUAL ATHLETIC MEETING will take place on MONDAY, April 22nd, on the Race Course, Happy Valley (by kind permission). Entry Forms and Particulars from the Secretaries.

Entrance Closed on April 24th.

H. L. O. GARRETT, Hon. Secretaries, A. R. SUTHERLAND, Queen's College, Hongkong, 17th April, 1907.

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 25 The Bund, Shanghai, on FRIDAY, the 26th April, 1907, at 4.30 o'clock p.m. precisely, for presentation of the Report of the Directors and the Accounts to the 31st December, 1906, the election of Directors and Auditor for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

THE TRANSFER BOOKS of the Association will be CLOSED from the 22nd of April, to the 26th April, 1907, both days inclusive. Members holding proxies for absent Shareholders must deposit same with the SECRETARY for Registration at least Forty-Eight hours before the Meeting.

By Order of the Board of Directors, W. S. JACKSON, Secretary.

Shanghai, 9th April, 1907.

E. R. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, TO-DAY (WEDNESDAY), the 17th April, 1907, at 11 a.m. at Army Ordnance Stores, Queen's Road East, THE FOLLOWING GOVERNMENT STORES.

AT THE ARSENAL YARD: LEATHER ACCOUTREMENTS, LEATHER CASES, WIRE CUTTERS, IRON PADLOCKS, BARRELS, COBBERS, WIRE POPE, FLEECE HOSIERY, HORSE HAIR, ARMOURD ELECTRIC CABLE, OLD BRASS, GUNMETAL, COPPER, WHITE METAL, ZINC, STEEL, CAST, WROUGHT AND GALVANIZED IRON, LEATHER, BLANKETS, FUR, TARP, and PLAIN CANVAS, ROPS, DOOSOTIE HUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRUMS and CYLINDERS, PATENT KEYS, PACKING CASES, &c., &c., &c.

A large quantity of OLD CLOTHING. Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE:—Cash on Delivery. All faults and errors of description at Purchaser's risk, on the fall of the hammer.

All lots to be cleared within 48 hours.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 17th April, 1907.

COME AND INSPECT

Our Special Varieties of ARTISTIC VIEW POSTCARDS

ALL KINDS OF FOREIGN POSTAGE STAMPS, ALBUMS AND OTHERS

PHILATELIC GOODS

AT PRICES TO SUIT ANY BUYERS.

GRACA & CO., Hongkong Hotel Corridor.

Hongkong, 1st January, 1907.

SUMMER SEASON, 1907.

ALTERNATING CURRENT FANS.

REDUCED PRICES.

4 Blade Ceiling Fan, 3 speeds, at \$80.00

2 Blade Ceiling Fan, 3 speeds, at \$75.00

2 Blade Ceiling Fan, 2 speeds, at \$65.00

Attachments for 1, 2, or 4 lights, extra.

12-inch Desk Fan, with cord & plug, at \$36.00

10-inch Desk Fan, with cord & plug, at \$36.00

A certain number of Second-hand Fans are for Sale or Hire, particulars of which will be furnished on application.

HONGKONG ELECTRIC CO., LD., Office: St. George's Building.

Works: Wing Fung Street, Wanchai.

Hongkong, 1st April, 1907.

REGULAR HONGKONG CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDES ET DE LA CHINE.

S.S. "PAUL BEAU" 1300 tons, 14 knots.

S.S. "CHARLES HARDY" 1900 tons, 14 knots.

The SPEEDIEST, MOST LUXURIOUSLY APPOINTED AND PUNCTUAL STEAMERS ON THE LINE.

Departure from Hongkong at 9.30 p.m. (Saturdays Excepted).

Departure from Canton at 5.15 p.m. (Sundays Excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade.

Excellent cuisine.

The COMPANY'S WHARF is at the end of WING LOK STREET (tram station).

For further particulars, please apply to E. PASQUET & CO., Canton Agents, BARKETT & CO., Agents.

Hongkong, 1st April, 1907.

INTIMATIONS

NOTICE.

WE have this day authorized Mr. RUDOLF LAURENZ to Sign our Firm's name Per Procreation, CALLOWITZ & CO.

Hongkong, 15th April, 1907.

NOTICE.

THIS is to give Notice that from the 11th day of April, 1907, I will not hold myself responsible for any debts incurred by my Wife Mrs. U. A. FARRELL of 268, Station Street, Yau-mat.

U. A. FARRELL, 268, Station Street, Yau-mat.

Hongkong, 11th April, 1907.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held in the City Hall on FRIDAY, the 26th April, at 12.30 p.m.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 12th April, 1907.

WANTED.

A COMPRODORE, having business connections throughout the South of China and able to provide substantial security consisting of landed property in Hongkong to the extent of 10 per cent. of the annual turnover. Good remuneration to a suitable man. First Class references from a Foreign Bank required. Apply by letter only in the first instance to DENNIS & BOWLEY.

Hongkong, 5th April, 1907.

YUET-HAN RAILWAY COMPANY LIMITED.

NOTICE.

THE Attention of the Public is drawn to Clause No. 23 of the YUET-HAN RAILWAY COMPANY'S Regulations:— "This Company has been formed by Chinese Merchants who shall invite Chinese Subjects only to subscribe for Shares. The Railway shall be constructed by themselves. Foreigners are denied the privilege of subscribing for shares in the Company."

"Chinese Subjects who have been naturalized as Subjects of Foreign Countries, shall be recognized as Chinese Subjects by the Company and are allowed to subscribe. Such Shareholders shall be treated as Chinese Subjects and shall not claim the privileges of a Foreign Subject. Should they interfere in any way the Company is hereby empowered to cancel their shares and all interest and privileges with the Company shall be withdrawn from them."

CHEANG T. CHAI, President of the Yuet-Han Railway Company Ltd.

Canton, 9th April, 1907.

NOTICE.

OWING to the great advance in the Price of Rice and the consequent hardship suffered by the poor our Hospital Committee must consider ways and means of enabling the poor to procure their daily rice at a cheap rate. A Committee consisting of Messrs. LO CHANG, CHU, O. Yik Tong and LI LUI SHAN was appointed and empowered to borrow a sum of \$50,000 from the Portuguese Bank for the purpose of carrying out the scheme, the sum to be repaid out of the Funds subscribed.

The Management of the Hospital desire to publicly express their grateful thanks to Mr. J. L. D. CUNHA-GOMES, Manager of the said Bank for his kindness in advancing the sum of \$50,000, and to Mr. W. E. OLIVER, the Secretary of the Hongkong, Canton, and Macao Steamship Co., Ltd., for kindly undertaking to carry 10,000 bags of Rice for the above purpose, by the Company's steamers Sui An and Sui Tui, from Hongkong to Macao free of charge.

The amounts already subscribed towards the Fund are as follows:—

Yang Wo Co. of Macao ... \$5,000
Hongkong Temple Fund ... 5,000
Lin Kai Temple Fund ... 1,000
Mrs. Au Young Shi (wife of Mr. Lo Cheuk Chi) ... 1,000

THE KENG WOO HOSPITAL OF MACAO.

Hongkong, 16th April, 1907.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Central Division of the City of Victoria, and the Western Division of Kowloon, occupied by members of more than one family must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the months of March and April.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all cubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street, on the East and Tank Lane and Cleverly Street on the West. Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yau-mat service Reservoir to the Northern boundary of Kowloon.

G. A. WOODCOCK, Secretary.

Dated this 2nd day of April, 1907.

NOW ON SALE.

THE DIRECTORY AND CHRONICLE FOR 1907.

Complete Edition ... \$10.00

Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

1178

ENTERTAINMENT

THEATRE ROYAL CITY HALL.

POSITIVELY COMING

THE BANDMANN FOLLIES

IN ALL THE LATEST LONDON SUCCESSSES.

GRAND OPENING NIGHT

ON THURSDAY,

THE 18TH APRIL, AT 9 P.M.

The above Company is replacing

THE BANDMANN OPERA CO.

who will follow later.

Plan now Open, at Messrs. MOUTRIE & Co.

PRICES ... \$3, \$2 and \$1

Hongkong, 13th April, 1907.

735

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from Hon. Mr. E. OSBORNE, to sell by Public Auction,

TO-DAY (WEDNESDAY), the 17th April, 1907, at 2.30 p.m., within his Residence, No. 7, Stewart Terrace, Mount Gough, The Peak,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE

Comprising:—

TEAKWOOD HATSTAND with BEVELLED GLASS, BLACKWOOD and LACQUEBED TEA TABLES, WRITING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, GLASS and CROCKERY WARE, CARPETS, RUGS, BRASS-MOUNTED DOUBLE BEDSTEAD with WIRE and HAIR MATTRESSES, CHILD'S IRON COTS, CAMPHORWOOD WARDROBE and DRESSING TABLE with GLASS, MARBLE-TOP WASHSTAND, SUNDY FLOWERS in POTS, &c., &c., &c.

Also

One COTTAGE PIANO, by John Broadwood & Sons, London (almost new).

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 11th April, 1907.

745

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions from the Mortgagee to sell by Public Auction,

ON MONDAY, the 22nd day of April, 1907, at 3 p.m., at his SALES ROOMS, Duddell Street,

IN ONE LOT, THE VALUABLE LEASEHOLD PROPERTY

Registered in the Land Office as Section C of Marine Lot No. 54, with the Building thereon known as No. 129, QUEEN'S ROAD CENTRAL, Victoria, Hongkong.

Particulars and Conditions of Sale may be obtained from the Auctioneers and from the Vendor's Solicitor, Mr. H. K. HOLMES, 51, Queen's Road Central.

Hongkong, 12th April, 1907.

754

DAVID CORSAIR & SON'S MERCHANT NAVY

NAVY BOILED LONG LAX

RELIANCE BROWN TARPULING

ARNHOLD, KARBURG & CO. Sole Agents.

285

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD, "DOCK"

A.I. A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length ... 722 feet.

Length on Blocks ... 714 "

Width of Entrance on Top ... 94 "

Width of Entrance on Bottom ... 84 "

Water on Blocks at Spring Tide ... 84 "

DOCK NO. 1.

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 64 "

DOCK NO. 2.

Extreme Length ... 571 feet.

Length on Blocks ... 564 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERWORK, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P., specially built for SALVAGE PURPOSES) equipped with necessary gear, always ready for Short Notice.

1178

PUBLIC COMPANIES

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS of the Company will be held in the Company's Office, St. George's Building, No. 8, Connaught Road, Victoria, THIS DAY (WEDNESDAY), 17th April, 1907, at 11 o'clock a.m. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 23rd February, 1907, and electing a Consulting Committee and Auditors.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 17th April, 1907.

733

THE CHINA-BORNEO COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY YEARLY MEETING of Shareholders of the above Company will be held at the Company's Office, St. George's Building, on SATURDAY, the 27th April, 1907, at 12 o'clock noon, to receive a Statement of Accounts to the 31st December, 1906, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th April, both days inclusive.

J. WHEELEY, General Manager.

Hongkong, 10th April, 1907.

744

THE MAN ON INSURANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the MAN ON INSURANCE COMPANY LIMITED will be held at the Company's Registered Office No. 2, Queen's Road, Victoria, Hongkong, on SATURDAY, the 27th day of April, 1907, at 12 o'clock noon, when the following Resolution will be proposed:—

1. That clause 3 of the Memorandum of Association be altered by inserting after the words "the objects for which the Company is established are" the words "Sub-clause A," and by adding at the end of "Sub-clause A," new sub-clauses to be lettered B and C.

(b) To insure against loss or damage by fire all houses and all other buildings and erections, treasure, household furniture, goods, wares, merchandise, chattels, and effects whatsoever in Hongkong, China, Japan, or elsewhere and the pursuit of the business of fire insurance generally and the doing of such other things as are incidental or conducive to the attainment of the above objects.

(c) To re-insure any risk in whole or in part.

Should the above Resolution be passed by the required majority, it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated the 13th day of April, 1907.

By Order of the Board, CHAU SIU KI, Secretary.

757

THE CANTON INSURANCE OFFICE LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE LIMITED, will be held at the Office of the Undersigned, at King's Building, Victoria, in the Colony of Hongkong, on SATURDAY, the 27th day of April, 1907, at 12.30 o'clock in the afternoon, when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 2nd April, 1907, will be submitted for confirmation as Special Resolutions:—

1. That the following alterations be made in the Articles of Association, viz:—

(a) That the definition "Jardine, Matheson & Co." be eliminated from Article No. 2.

(b) That Article No. 10 be eliminated.

(c) That Article No. 11 be eliminated and the following Article substituted therefor:—

"Messrs. Jardine, Matheson & Co., Ltd., shall be and they are hereby appointed the General Agents of the Company so long as they shall hold two or more Shares in the Company, and the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be the Chairman of the Company."

(d) That the words "or the Corporation he represents" be inserted between the word "he" and the word "hold" in S.S. 1 of Art. No. 18.

(e) That at the end of Article No. 35 the following words be added, "And when any Share or Shares is or are held by a Public Company or Corporation the Secretary, Manager person for the time being in charge of the business of or Agent of such Public Company or Corporation shall be entitled to vote for such Public Company or Corporation."

(f) That at the end of Article No. 103 the following words be added, "All signatures of the General Agents may be subscribed by such person or persons as may from time to time be thereto authorized by the General Agents."

(g) That the words "or the" be inserted at the end of line 2 of Article No. 109 and the words "members of the firm of" be eliminated from the third line of Article No. 109 and the words "shareholder" be inserted in the fourth line of Article No. 109.

(h) That the words "and to the Common Law Procedure Act 1854 and every or any act from time to time in force and applicable thereto" be eliminated from Article No. 136.

i) That the word "ten" be eliminated from the 5th line of Article No. 14 and the word "fifteen" inserted instead.

2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

Dated the 2nd day of April, 1907.

By Order, JARDINE, MATHESON & CO., General Agents.

702

PUBLIC COMPANIES

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG FIRE INSURANCE COMPANY, LIMITED, will be held at the Office of the Undersigned, at King's Building, Victoria, in the Colony of Hongkong, on SATURDAY, the 27th day of April, 1907, at

INTIMATION.
S. MOUTRIE & CO. LTD.
ESTABLISHED 1875.

BABY GRANDS
BY
RACHELS, PLEYEL, KEMMLER
AND
ROSENKRANZ
PRICES FROM \$750.

FOR LIGHTNESS OF TOUCH,
QUALITY OF TONE, AND
DURABILITY, THESE PIANOS
ARE UNRIVALLED.

A GUARANTEE FOR A TEST
PERIOD OF TWO YEARS
GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO. LTD.
York Building, Chater Road.
Hongkong, 30th July, 1906. [38-2]

TO LET
TO LET ON LEASE.
FROM 1st JANUARY, 1907.

NOS. 8, 10, 12 AND 14, HOLLYWOOD ROAD.
Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.
Apply to—
ARRATON V. APCAR & CO.
45, Wyndham Street.
Hongkong, 24th October, 1906. [101]

TO LET.
OFFICES IN KING'S BUILDING AND YORK BUILDING.
A HOUSE IN WONG NEI CHUNG ROAD.
GODOWNS IN PRATA EAST.
A HOUSE IN CLIFTON GARDENS, Conduit Road.
FLATS IN MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AGENCY CO. LTD.
Hongkong, 1st April, 1907. [91]

TO LET.
NO. 5, "ORMSBY TERRACE," Granville Road.
No. 2, "KIMBERLEY VILLAS," Kowloon.
Moderate Rentals.
Apply to—
SPANISH PROCURATION.
Hongkong, 13th April, 1907. [756]

TO LET.
NO. 6, LYEEMOON VILLAS, Kowloon.
Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes.
Apply to—
Care of "Daily Press" Office.
Hongkong, 21st January, 1907. [241]

TO LET.
NO. 2, HOLLYWOOD ROAD, AND NO. 51, POTTINGER STREET.
Apply to—
ARRATON V. APCAR & CO.
45, Wyndham Street.
Hongkong, 2nd March, 1907. [491]

TO LET.
OFFICES AT NO. 14, DES VUEX ROAD.
Central (Formerly occupied by Messrs. SHEWAN, TOMES & CO.).
Apply to—
HO TUNG.
Comptroller Department,
Jardine, Matheson & Co.
Hongkong, 12th April, 1907. [753]

TO LET.
2ND FLOOR NO. 12, QUEEN'S ROAD CENTRAL, GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.
FAIRVIEW, ROBINSON ROAD, Kowloon, from March 1st.
Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 19th February, 1907. [94]

TO LET.
IMMEDIATELY, the Capacious Premises on the Ground-floor of No. 2, FEDDER STREET, at present occupied by Messrs. Harris Kowley Co. Ltd.
Apply to—
GILMAN & CO.
Hongkong, 23rd January, 1907. [260]

TO LET.
NO. 8 GRANVILLE AVENUE, Kowloon.
No. 1 EAST AVENUE, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO. LD.
Hongkong, 21st March, 1907. [676]

TO LET.
POSSESSION FROM 1st APRIL NEXT.
2 Semi-attached HOUSES, Nos. 13b and 13c, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarters and Grass Tennis Court.
Apply to—
CHUNG CHINAM,
Yan On Marine & Fire Insurance Co., Ltd.
Hongkong, 1st March, 1907. [482]

TO LET.
OFFICE TO LET.
ONE ROOM IN PRINCE'S BUILDINGS from 1st February. Rent \$50 per month.
Apply to—
REUTER, BROCKELMANN & Co.,
Prince's Buildings,
Hongkong, 29th January, 1907. [289]

TO LET.
A 9-ROOM HOUSE, 13, McDONNELL ROAD, Commanding Good View of Harbour, with fine Tennis Lawn.
Apply to—
DE HO KAI,
23A, Des Vaux Road.
Hongkong, 5th April, 1907. [716]

TO LET.
NO. 4, OBSERVATORY VILLAS, Kowloon. Five Rooms; Electric Light; Tennis Court etc.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 3rd April, 1907. [700]

TO LET—FURNISHED.
"LEWKNOR," No. 116, PEAK, the Property of Mr. M. W. SLADE, from this date to end September.
Apply to—
GILMAN & CO.
Hongkong, 10th April, 1907. [300]

TO LET.
NO. 1, WEST END TERRACE, Shamshau Canton.
Apply to—
HONGKONG LAND INVESTMENT AGENCY CO. LTD.
Hongkong, 1st April, 1907. [91]

TO LET.
"SUMMER HOUSE," Mount Kellett, the PEAK, Partially Furnished.
Possession from 1st April, 1907. Low Rent.
Apply to—
PERCY SMITH & SETH,
5, Queen's Road Central.
Hongkong, 8th March, 1907. [539]

TO LET.
NO. 28, LEIGHTON HILL ROAD.
Immediate Possession.
Apply to—
THE COMPADORE,
Nippon Yusen Kaisha.
Hongkong, 4th February, 1907. [338]

TO LET.
IMMEDIATE POSSESSION.
WELLBURN, No. 81 the PEAK.
Apply to—
JAVA-CHINA-JAPAN LIJN,
York Buildings.
Hongkong, 22nd January, 1907. [254]

TO LET.
FROM 1st MARCH, 1907.
NO. 3, CARNARON VILLAS, AND NO. 6, LOCHIEL TERRACE, Kowloon.
Apply to—
HEWAN & CO.,
No. 15, Connaught Road, West.
Hongkong, 1st February, 1907. [324]

TO LET.
NO. 21, CONNAUGHT ROAD CENTRAL, suitable for Offices and Godown.
Apply on the Premises.
Hongkong, 20th March, 1907. [610]

TO LET.
"DUNHEVED" 33, Robinson Road, or FOR SALE.
Nos. 27 and 31, SEYMOUR ROAD, 4 New Houses in KENNEDY ROAD, near Wan Chai.
No. 90 & 91 GODOWN PRATA EAST.
Apply to—
SAM WANG CO. LTD.,
81, Queen's Road Central.
Hongkong, 13th November, 1906. [103]

TO LET.
2 FOUR-ROOMED HOUSES at Prata East, near East Point.
Apply to—
JARDINE, MATHESON & CO.
Hongkong, 3rd January, 1907. [137]

TO LET.
A HOUSE IN KNITSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AGENCY CO. LTD.
Hongkong, 1st April, 1907. [92]

TO LET.
NO. 2, MACDONNELL ROAD.
Apply to—
COMPADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. [197]

TO LET.
2ND FLOOR OF NO. 6, ICE HOUSE STREET, Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—
TATA & CO.
Hongkong, 24th December, 1906. [105]

TO LET.
IN ALEXANDRA BUILDINGS Small Office on Second Floor.
Apply to—
SECRETARY,
A. S. Watson & Co., Ltd.
Hongkong, 4th January, 1907. [150]

TO LET.
"GLENWOOD" CAIRN ROAD, suitable for a Boarding house or Club. Containing 25 Rooms. This property would be divided into two or more houses to suit tenants.
Apply to—
"BANQUET" PEAK.
"CLOVELLY," Peak Road (Partially Furnished) (situated) at New Territory, Kowloon, 4 Rooms, Low Rental.
BEACONSFIELD ARCADE, Fine Shops Offices and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).
BELILIOS TERRACE HOUSES, ROBINSON ROAD.
No. 3, ALBANY.
WESTBOURNE VILLA NORTH, Bonham Road.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 22nd March, 1907. [102]

THE YANG-TSZE INSURANCE ASSOCIATION, LIMITED.

The Report for presentation to the Seventeenth Ordinary General Meeting of shareholders, to be held at Shanghai on Friday, April 26th reads:—

The Board of Directors have now the pleasure to submit to the Shareholders the Annual Report and Audited Statement of Accounts and Balance Sheet to the 31st December, 1906.

Working Account, 1906, and Former Years.—This Account shows a Credit Balance of \$237,856.37 against \$233,346.48 on 30th December, 1905. The Directors recommend the payment of a Dividend to Shareholders of 20 per cent. out of this Account, and the Transfer of \$50,000 to the Credit of Reserve Fund and \$25,000 to the Credit of Re-insurance Fund. To Re-insurance Fund \$50,000.00 To Reserve Fund \$25,000.00 Balance Carried Forward \$6,956.37

Working Account, 1906.—The Net Premium earned during 1906, after deducting Return Premium, Re-insurance Premium etc., amount to \$845,154.12 against \$931,714.06 during 1905, and the Account shows a balance at Credit of \$264,520.21, which the Directors recommend carrying forward.

The dividend will be paid in cash at exchange 73. \$12 per share at exchange 73—cash 8.76 per share.

Re-insurance Fund.—After crediting the fund with \$50,000 as recommended above, the reserve fund will amount to \$55,000.

Exchange and Investment Fluctuation Account.—After crediting this account with \$10,000 from working account there remained a balance of \$1,938.27 at credit of same on the 31st December, 1906.

Sterling Exchange has been taken at 81.1/16 (the demand rate on 31st December, 1906) and the relative value between dollars and taels at 73.

Investments.—The value on 31st December last has been taken for all the Association's investments.

Directors.—In accordance with the Articles of Association, the present directors all retire from office, but, being eligible, offer themselves for re-election.

Auditor.—Mr. G. H. Thomson retires, but, being eligible, offers himself for re-election.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.

Shanghai, 9th April, 1907.

WORKING ACCOUNT.
For 12 months ending 31st December, 1906.

Dr. Premiums, less re-insurances, etc. \$ 845,154.12
To interest account \$ 4,900.00
To transfer fees \$ 45.00
By claims paid, less re-insurances, etc. \$ 380,000.00
By agency commissions \$ 24,000.00
By head office and general charges \$ 41,254.05
By London charges \$ 24,307.74
By Hongkong charges \$ 4,307.51
By agency charges \$ 24,370.64
By directors' salaries and committees' fees \$ 6,221.39
By exchange account \$ 10,000.00
By balance \$ 304,520.21
\$ 845,056.33

BALANCE SHEET.
On 31st December, 1906.

Capital, 3,000 shares of \$100 each, upon which the sum of \$300,000 has been called and fully paid-up \$ 450,000.00
Reserve fund \$ 25,000.00
Re-insurance fund \$ 55,000.00
Exchange and investment fluctuation account \$ 1,938.27
Working account, 1906 \$ 845,154.12
Uncollected dividends \$ 6,151.77
\$ 2,063,700.37

ASSETS.
Midland Railway Company, Consolidated 2 1/2 per cent. perpetual preference stock \$ 50,728.32
Great Northern Railway Company, 4 per cent. perpetual preference stock \$ 15,910.81
London and North Western Railway Co., Consolidated 4 per cent. Preference stock \$ 25,108.31
Great Western Railway Co., 4 per cent. debenture stock \$ 13,427.68
Great Eastern Railway Co., 4 per cent. debenture stock \$ 42,354.95
India 3 1/2 per cent. stock 1931 \$ 21,801.10
Mortgages on real estate \$ 760,000.00
Chinese Imperial Government 5 per cent. of 1890 \$ 55,821.92
Japanese securities held to conform with insurance law passed in 1903 \$ 91,857.07
Cash at bankers on fixed deposit \$ 55,820.42
Cash at bankers on current account \$ 126,334.11
Property—land and buildings, head office \$ 178,735.89
Shanghai Land Investment Co., Ltd., 6 per cent. debentures of 1898 \$ 33,561.61
Shanghai Land Investment Co., Ltd., 5 per cent. debentures of 1898 \$ 10,479.45
Shanghai Land Investment Co., Ltd., 6 per cent. debentures of 1901 \$ 67,123.29
Shanghai Land Investment Co., Ltd., 5 per cent. debentures of 1901 \$ 6,164.38
Shanghai Land Investment Co., Ltd., 5 per cent. debentures of 1901 \$ 2,325.77
Shanghai Municipal 5 per cent. debentures of 1890 \$ 22,236.73
Shanghai Municipal 5 per cent. debentures of 1895 \$ 6,744.11
Shanghai Municipal 5 per cent. debentures of 1901 \$ 67,123.29
Shanghai Waterworks Co., Ltd., 5 per cent. debentures of 1896 \$ 26,109.63
Shanghai Gas Co., Ltd., 6 per cent. debentures of 1898 \$ 13,150.69
Astor House Hotel Co., Ltd., 8 per cent. debentures \$ 43,880.82
Shanghai and Hongkong Wharf Co., Ltd., 6 per cent. debentures \$ 9,253.42
Investments in Shares of Local Companies \$ 172,757.98
Policy Stamps at Agencies \$ 218.63
Head Office Agencies' Furniture \$ 4,907.53
Due by Agencies, Premiums in course of collection, and Sundry outstandings \$ 220,210.70
\$ 2,063,700.37

LATE LORD PENRYN'S RELATIONS.

CURIOUS STORY OF TWO GREAT ESTATES.
George Sholto Gordon Douglas-Pennant, second Lord Penryn, was born September 30, 1830, and succeeded his father, the first peer, in 1891. His first wife was the daughter of Sir Charles Rushout. She died in 1869; and in 1875 he married Gertrude, daughter of the Rev. Henry Glynn, Rector of Hawarden.

He is succeeded by his son, the Hon. E. S. Douglas-Pennant.

Lord Penryn will be best remembered as the owner of the famous slate quarries at Bethesda, where 3,000 men were employed.

Some years ago there were bitter disputes between him and the workers, which resulted in the quarries being closed for a considerable time. The men complained, among other things, of the disciplinary rules, demanded a minimum wage of 4s. 4d., and the right to send deputations to their employer from the whole body of workers, instead of from separate grades.

Lord Penryn, a man of great firmness of character, would not agree to all these proposals, though a compromise was ultimately agreed to on some of them.

Hundreds of the quarriesmen left the district during the dispute, and Lord Penryn was assailed throughout the country as an oppressor of labour.

The Penryn estates, including the quarries, came to his wife, the sixteenth Earl of Morton, with Juliana, one of the two daughters of Mr. Dawkins Pennant, of Penryn Castle.

This Dawkins Pennant was known as "Jamaica Dawkins" from his ownership of a vast estate in Jamaica. To one daughter fell the Jamaica property, and she was referred to as "Jamaica," and the other, Juliana, was left the Penryn estate, and she was "Slate." "Sugar" was thought the richer of the two, but after the emancipation of the slaves "Slate" became the most sought after.

Her property was developed with the most splendid results, and her husband was soon one of the wealthiest men in the kingdom. Her sister married Lord Sudeley.

Lord Penryn possessed 10,000 acres, and besides his fine castle of Penryn, owned Wicken Park, at Stoney Stratford, and Mortimer House, in Halkin-street, Balgrave-square.

Before he succeeded to the peerage he sat in the House of Commons for some years as Conservative member for Carnarvonshire.

He leaves fifteen children, twelve of them daughters. His eldest son, the new peer, was born in 1864.

By his second marriage Lord Penryn was related to the Gladstone family. His second wife being a daughter of Mrs. W. E. Gladstone's brother.

Lord Penryn entertained the King when Prince of Wales and the present Prince and Princess of Wales. A great sportsman, he was a member of the Jockey Club.

Penryn Castle, a building in the Norman style, standing in a park seven miles in circumference, was rebuilt at the beginning of last century, at a cost, it is said, of £100,000. It is famous for its gardens, which have a beautiful "helix walk."

FRENCH COTTON-GROWING.
SURPRISING RESULTS OF RECENT EXPERIMENTS.

The French Colonial Cotton Association, which was started three years ago by the French cotton manufacturers with the object of exploring the French colonies for the purpose of ascertaining where cotton could be advantageously grown, has obtained some surprising results, which seem to warrant its confidence that in a few years a considerable portion of the raw cotton consumed in France, and indeed in the United States, will be supplied by the French colonies.

Unlike the British Cotton-growers' Association, the French society was not organized with the object of profit, but with the purpose simply of furnishing free seed to the local inhabitants of the colonies for test purposes upon the understanding that the association would buy all cotton produced. Seeds were sent not only to hitherto uncultivated regions in Algeria and Tunisia, where there has been for many years some attempt at cotton growing, but into the French Sudan, Senegal, French Congo, on the west coast of Africa, Dahomey, Madagascar and Indo-China. Even little Guadeloupe did not escape. American seed was principally used, the best results being obtained with Mississippi, Louisiana and Sea Island.

Last year the Colonial Office backed the work of the society with the subvention of 60,000 francs. Gins have been established in all of the colonies where experiments have been made, and the society has now mapped out enormous areas, especially in the Sudan and the country back of the Ivory Coast, which, it is believed, are capable of producing almost limitless quantities of cotton as soon as proper railroad and transportation facilities are furnished.

"SEE THE SIGNAL"
K EATINGS POWDER
KILLS BUGS, FLEAS, MOTHS, BEETLES.
Sold in Tins & Bottles only.

APENTA
NATURAL APERIENT WATER.
Bottled at the Springs, Budapest, Hungary.
For continuous use by the Gouty, the Constipated, and the Obese.
GOLD MEDAL, St. Louis, 1904.
DOSE:—A Wineglassful in the morning before Breakfast.
674-2

Cunliffe, The Planner Experts in Practice Books.
Russell & Co.
10 & 12, Place de la Bourse.
SECURITIES ISSUED BY PARIS
European Govts and Municipalities offering prospects of immense returns.
To be purchased for cash or on the "Times" system of monthly payments.
CUNLIFFE, RUSSELL & CO. being the oldest established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed by the Government, and interest payable in cash or by cheque. Drawing Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased "at sight," Loans granted on Premium Bonds & Services continue until Bond drawn. All transactions confidential.
419

GRIMAULT & Co
Medicinal Skin Soap
Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.
8, RUE VIVIERNE, 8
Paris

THE NEW FRENCH REMEDY
THERAPION
TRADE MARK
This successful and highly popular remedy, used in the most celebrated hospitals of Europe, Russia, Japan, and elsewhere, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything else.
THERAPION No. 1 is a remarkable remedy for all skin diseases, such as Ringworm, Acne, Psoriasis, Eczema, and all diseases for which it has been so much a fashion to employ mercury, arsenic, etc., to the destruction of the system, and ruin of health. This preparation purifies the blood, and cures all skin diseases, and restores the system to its normal state.
THERAPION No. 2 is for internal diseases, such as Rheumatism, Gout, Gravel, and all diseases for which it has been so much a fashion to employ mercury, arsenic, etc., to the destruction of the system, and ruin of health. This preparation purifies the blood, and cures all internal diseases, and restores the system to its normal state.
THERAPION No. 3 is for nervous diseases, such as Neuritis, Neuralgia, and all diseases for which it has been so much a fashion to employ mercury, arsenic, etc., to the destruction of the system, and ruin of health. This preparation purifies the blood, and cures all nervous diseases, and restores the system to its normal state.
Sold by all Principal Chemists. [2613]

CHILDREN OF FAR CATHAY
A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
By **CHAS. J. HALCOMBE**
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.).
This description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home. Well bound in Yellow Cloth with Chinese Emblem in Gold.
Price \$3.50
To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. W. BEEVER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

Calvert's Carbolic Toilet Soap
Ensures a Clear, Soft Skin.
It is pure throughout, fragrant, perfectly perfumed, emollient, and antiseptic (70% crystal carbolic). It quickly removes dirt and dirt, takes away the unpleasant effects of perspiration, and leaves instead a delicious feeling of thorough purification.
Sold by local Chemists and Storekeepers.
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Hongkong, 22nd December, 1903.

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SHIPPING.

ARRIVALS.

CHONGCHONG, British str., 18th April—from Canton.
 KASHIMA MARU, Japanese str., 2,382, M. Ude, 16th April—Saigon 11th April, Rice and Flour—Fukuoka & Co.
 KURUMI, British str., 1,228, Wavell, 15th April—Shanghai 11th April, General—Butterfield & Swire.
 MEXICO, Chinese str., 1,338, J. McArthur, 16th April—Shanghai 2nd April, General—Chinsee.
 NINON, British str., 1,227, E. Richards, 16th April—Saigon 12th April, Rice—Butterfield & Swire.
 PONTOUNG, German str., 985, W. Betsch, 16th April—Bangkok 9th April, Rice—North German Lloyd.
 RERI, British str., 1,611, R. W. Almond, 16th April—Manila 13th April, General—Shewan, Tomes & Co.
 SHENK, British str., 2,328, H. Wawn, 16th April—Cardiff 2nd March, Coal—Dudwell & Co.
 YAWATA MARU, Japanese str., 2,364, I. L. Harrison, 16th April—Nippon Yusen Kaisha, 6th April, General—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 16th April.
 Albenza, German str., for Singapore.
 Cheongchow, British str., for Amoy.
 Clara Johan, German str., for Saigon.
 Dagu, Norwegian str., for Bangkok.
 Eukhu, British str., for Swatow.
 Glenah, British str., for Amoy.
 Kachow, British str., for Canton.
 Mafra, Chinese str., for Canton.
 Prawn, German str., for Saigon.
 Quila, German str., for Saigon.
 Senegambien, German str., for Shanghai.

DEPARTURES.

16th April.
 P. M. O. N. Co., for Nagsawki.
 C. D. M. P. Co., for Nagsawki.
 C. D. M. P. Co., for Nagsawki.
 C. D. M. P. Co., for Nagsawki.
 C. D. M. P. Co., for Nagsawki.
 C. D. M. P. Co., for Nagsawki.
 C. D. M. P. Co., for Nagsawki.
 C. D. M. P. Co., for Nagsawki.
 C. D. M. P. Co., for Nagsawki.
 C. D. M. P. Co., for Nagsawki.

VESSELS IN DOCK.

APRIL 16th.
 ABERDEEN DOCK.—
 Bowdoin, Dutch str., for Amoy.
 Albenza, German str., for Singapore.
 Cheongchow, British str., for Amoy.
 Clara Johan, German str., for Saigon.
 Dagu, Norwegian str., for Bangkok.
 Eukhu, British str., for Swatow.
 Glenah, British str., for Amoy.
 Kachow, British str., for Canton.
 Mafra, Chinese str., for Canton.
 Prawn, German str., for Saigon.
 Quila, German str., for Saigon.
 Senegambien, German str., for Shanghai.

VESSELS PASSED ANKER.

Mar. 28, Dutch str. Ceann, Potswijld, Mar. 28, from Batavia, for Amsterdam.
 Mar. 29, Norwegian str. Neva, Stonsland, Mar. 28, from Bangkok, for Amsterdam.
 Mar. 30, Norwegian str. Joffhu, Andersen, Feb. 10, from East London, for Amoy & Co. G. G. G.
 Mar. 30, German str. Wily, Rickmers, Chris. Dec. 2, from New York, for Bangkok.
 April 1, Norwegian str. Catharina, Ahler, Mar. 25, from Samarang, for East London.
 April 1, British str. Zoroaster, Evan, Mar. 30, from Christmas Island, for Singapore.
 April 1, Dutch str. Tansula, Kondenburg, Feb. 20, from Amsterdam, for Batavia.
 April 3, Dutch str. Souda, Gathine, April 3, from Batavia, for Rotterdam.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY.

(In close connection at Bombay with the Company's accelerated line to Trieste, Pines, Venice, Black Sea, Levant, Adriatic, Persian Gulf and Red Sea Ports.)

THE Company's Steamship

"ISTOK,"

will be despatched as above TO-DAY the 17th inst., P.M.

For Freight please apply to

SANDER, WIELER & Co., Agents.

Hongkong, 15th April, 1907. 701

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR FOCHOW (DIRECT).

THE Company's Steamship

"HAIMUN,"

Captain A. J. Robson, will be despatched for the above Ports TO-MORROW, the 18th inst., at 2 P.M.

For Freight or Passage apply to

DOUGLAS, LARRAK & Co., General Managers.

Hongkong, 15th April, 1907. 764

"GLEN" LINE OF STEAM SHIPS.

FOR LONDON, ANTWERP AND HAMBURG VIA SUEZ CANAL.

THE Steamship

"GLENSTRAE,"

Captain J. McGilivray, will be despatched as above on THURSDAY, 25th inst.

For Freight, apply to

McGREGOR, BROS. & GOW.

Hongkong, 5th April, 1907. 728

ENG HOK FONG S.S. CO.

THE Steamship

"POWHATAN,"

Captain W. F. Turner, will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on THURSDAY, 2nd May, 1907.

For Freight or Passage, apply to

ENG HOK FONG & CO., 27, Des Voeux Road Central.

Hongkong, 5th April, 1907. 719

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong, "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

Sections.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON, ANTWERP & MARSEILLES	DELTA	Brit. str.	—	F. B. S. Noley	P. & O. S. N. Co.	About 24th inst.
LONDON, ANTWERP & HAMBURG VIA SUEZ CANAL	GLENSTRAE	Brit. str.	—	McGilivray	McGREGOR, BROS. & GOW	On 25th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	SIBIRIEN	Dan. str.	—	Combe	MELCHERS & CO.	About 26th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	VILLE DE LA CIOTAT	Frean. str.	—	H. Kirchner	MELCHERS & CO.	On 30th inst., at 1 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE & HAMBURG	P. R. LEITFOLD	Ger. str.	k.w.	H. Kirchner	MELCHERS & CO.	On 24th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	BRIGAVIA	Ger. str.	k.w.	Girsenbrau	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOWIA	Ger. str.	k.w.	Schönfeldt	HAMBURG-AMERIKA LINIE	On 17th inst.
TRIESTE, &c., via SINGAPORE, &c.	PERSIA	Aut. str.	—	Belafort	SANDER, WIELER & CO.	On 14th June.
NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG	RHENANIA	Ger. str.	k.w.	Y. Hoff	HAMBURG-AMERIKA LINIE	On 24th inst., P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HOHENSTAUFEN	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINIE	On 3rd May.
N.Y. YORK VIA PORTS & SUEZ CANAL.	ATHOLL	Am. str.	—	Cooper	SHAW, TOMES & CO.	On 29th inst.
NEW YORK	MONTESE	Am. str.	—	H. C. Armstrong	DODWELL & CO., LTD.	On 17th inst.
SAN FRANCISCO	APALACHEE	Brit. str.	—	W. F. Turner	SHAW, TOMES & CO.	About 20th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	W. F. Turner	CANADIAN PACIFIC R. CO.	On 1st May, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	H. C. Armstrong	CANADIAN PACIFIC R. CO.	On 9th May, at 4 P.M.
VICTORIA (R.O.) & TACOMA VIA JAPAN	LYRA	Am. str.	—	W. F. Turner	DODWELL & CO., LTD.	To-day.
CALLAO, IQUIQUE, VIA JAPAN PORTS, &c.	KASHI MARU	Jan. str.	—	J. Minson	ENG HOK FONG & CO.	On 2nd May.
SALINA CRUZ, MEXICO, via MOJI, JAPAN	POWATAN	Brit. str.	—	W. B. Brown	CHINA COMMERCIAL S.S. CO.	On 4th May, at 5 P.M.
SALINA CRUZ, MEXICO, via MOJI, JAPAN	SUGANG	Brit. str.	—	Heims	MELCHERS & CO.	On 25th inst., at Noon.
ALSTRAIAN PORTS VIA MANILA	MANILA	Ger. str.	—	W. B. Brown	MELCHERS & CO.	On 27th inst., at Noon.
AUSTRALIAN PORTS VIA TIMOR, &c.	EMPIRE	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 2nd inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHINGTOW	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
YOKOHAMA & KOBE	TAIWAN	Brit. str.	—	von Sander	JARDINE, MATHESON & CO.	About 3rd May.
YOKOHAMA & KOBE	PRINZ WALDEMAR	Ger. str.	—	Zwart	MELCHERS & CO.	Quick despatch.
JAVA PORTS	TIJODAS	Dut. str.	—	J. Warrack	CHINA-CHINA JAPAN LINE	To-morrow, at 4 P.M.
CHEFOO & NEWCHANG	NANCHONG	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & CO.	On 19th inst., at 4 P.M.
TIENJIN VIA TIENTSIN	CHONGSHING	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	To-day.
SHANGHAI	KURUMI	Brit. str.	—	Wavell	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	DELHI	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 20th inst.
SHANGHAI	HANGCHOW	Ger. str.	1 m.	Mawley	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
SHANGHAI	SHAOHONG	Brit. str.	1 m.	F. W. Northcombe	BUTTERFIELD & SWIRE	About 24th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	RAYEN	Ger. str.	—	F. Miltzoff	MELCHERS & CO.	About 26th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	NORE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	On 2nd May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HOHENSTAUFEN	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINIE	About 5th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	JOHAN MARU	Jan. str.	—	H. S. Smith	OSAKA SHOSHEN KAISHA	On 21st inst., at 9 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	POWATAN	Brit. str.	—	T. Ito	OSAKA SHOSHEN KAISHA	On 19th inst., at 5 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HAIMUN	Brit. str.	—	A. J. Robson	DOUGLAS, LARRAK & CO.	To-morrow, at 2 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	RUBI	Brit. str.	—	R. Almond	SHAW, TOMES & CO.	On 19th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YUENSANG	Brit. str.	—	T. Mayrick	JARDINE, MATHESON & CO.	On 27th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZAVIRO	Brit. str.	—	Fraser	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SUNGLANG	Brit. str.	1 m.	Pannefather	MELCHERS & CO.	On 1st May, at 9 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BORNEO	Ger. str.	—	F. Semblit	JARDINE, MATHESON & CO.	On 19th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MAUSANG	Brit. str.	—	R. Houghton	JARDINE, MATHESON & CO.	To-day, P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ISOR	Brit. str.	—	W. E. Sawyer	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	POWATAN	Brit. str.	—	Bradley	JARDINE, MATHESON & CO.	On 20th inst., at 3 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KUTSANG	Brit. str.	—			

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

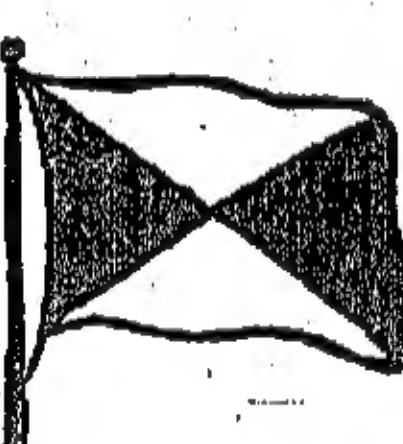
DESTINATION	STAMERS	DATE OF SAILING.
MARSHILLES, HAVRE, COPENHAGEN & ST. PETERSBURG	"SIBIRIEN"	About 20th April
MARSHILLES, HAVRE, COPENHAGEN & ST. PETERSBURG	"DOROTHY"	About 12th May
SHANGHAI, CHINGWANGTAO, YOKOHAMA & KOBE	"SIAM"	About 5th May

For Further Particulars, apply to

MELCHERS & CO.

AGENTS.

Hongkong, 30th March, 1907.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
RUEI	2540	E. Almond	Amoy & Manila.	On 19th April, 5 P.M.
ZAFIRO	2540	Fraser	Manila.	On 27th April, Noon.

For Freight or Passage apply to

SHAW, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 15th April, 1907.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "ATHOLL" ... On 20th April.

For freight and further information apply to

SHAW, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 4th March, 1907.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL.

SINGAPORE, SAMARANG and "FOOKSANG" ... Thursday, 18th April, 3 P.M.

SOURABAYA "MAUSANG" ... Friday, 19th April, 4 P.M.

SANDAKAN "YUENSANG" ... Friday, 19th April, 4 P.M.

TIENJIN VIA SINGAPORE "CHONGSHING" ... Friday, 19th April, 4 P.M.

SINGAPORE, PENANG & CALCUTTA "KUTSANG" ... Saturday, 20th April, 3 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

† Taking Cargo on Through Bills of Lading to Kuantan, Labuan, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

Hongkong, 16th April, 1907.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain	Sailing Date.
LYRA	4,417	H. C. Armstrong	On 17th April
SHAWMUT	3,606	E. V. Roberts	On 8th May

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold-storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

QUEEN'S BUILDINGS, HONGKONG, 4th March, 1907.

DODWELL & CO., LIMITED,

GENERAL AGENTS.

HAMBURG-AMERIKA LINIE

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply fitted with furniture, Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

HOHENSTAUFEN ... 1st May

SILESIA ... 2nd June

SCANDIA ... 2nd July

HABSBURG ... 1st August

RHENANIA ... 1st September

HOHENSTAUFEN ... 1st October

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG

* RHENANIA ... 3rd May

HOHENSTAUFEN ... 28th May

SILESIA ... 12th July

SCANDIA ... 9th August

HABSBURG ... 6th September

* Calls at LISBON.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	About 18th	Freight and Passage.
LONDON, &c., VIA USUAL PORTS	DELTA	Noon, 20th	See Special Advertisement.
LONDON, ANTWERP and MARSEILLES	JAPAN	About 24th	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NORE	On or About 26th April	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th April, 1907.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO AND NEWCHANG	"NANCHANG"	On 18th April, 4 P.M.
SHANGHAI	"KIUKIANG"	On 18th April, 4 P.M.
YOKOHAMA AND KOBE	"TAIYUAN"	On 19th April, 4 P.M.
SHANGHAI	"HANGCHOW"	On 20th April, 4 P.M.
TIENTSIN	"KUEIOW"	On 23rd April, 4 P.M.
SHANGHAI	"SHAOHING"	On 24th April, 4 P.M.
CEBU AND ILOILO	"SUNGKIANG"	On 25th April, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"CHINGTU"	On 2nd May, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports and other ports, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th April, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAKAO VIA SWATOW, AMOY AND ANPING	"FUKUSHU MARU" Capt. T. Ito	WEDNESDAY, 17th April, at 8 A.M.
* TAMSUI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. S. Smith	SUNDAY, 21st April, at 8 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 17th April, 1907.

T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "ATHENIAN"	1st May	25th May	25th May
"EMPRESS OF INDIA"	2nd May	26th May	26th May
"MONTEAGLE"	3rd May	27th May	27th May
"EMPRESS OF JAPAN"	4th May	28th May	28th May
"TARTAR"	5th May	29th May	29th May
"EMPRESS OF CHINA"	6th May	30th May	30th May

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a S. P. Mail Express, and at QUEBEC with the Co.'s NEW-PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 24 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.

Intermediate on Steamers: 240, 242.

and 1st Class Railways.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, offering superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZREGENTLUITPOLD"	Wednesday, 24th April.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BAYERN"	About Wednesday, 24th April.
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 25th April at Noon.
KUDAT and SANDAKAN	"BORNEO"	Wednesday, 1st May at 9 A.M.
YOKOHAMA and KOBE	"PRINZ WALDEMAR"	About Friday, 3rd May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELOHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 11th April, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of April	JAPAN	Second half of April
TJILIWONG	JAPAN	Second half of April	JAVA PORTS	Second half of April
TJIPANAS	JAVA	First half of May	JAPAN	Second half of May
TJIMAH	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIKINI	JAVA	First half of June	JAPAN	First half of June
TJILATJAP	JAPAN	First half of February	JAVA	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports or through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 15th April, 1907.

By Royal

Warrant to



His Majesty

The King.

BOVRIL

The flavour, essence, nutriment and all that's good in prime
ox-beef is concentrated in BOVRIL.A little BOVRIL added to soups and made dishes renders them more
appetising and nutritious.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong,
CALLAO and IQUIQUE via JAPAN PORTS.

will be sent to Valparaiso if sufficient inducement.

Steamers Tons To Sail.

"KASATO MARU" 6,100 ... Middle of May.

"GLENFAR" 4,000 ... Middle of July.

Taking Freight and Passengers to other

Eastern and Western Coast Ports of South

America in connection with Steamers of the

Pacific S. N. Co.

The above Steamers have splendid Accom-

modation and are fitted throughout with

Electric Light. A duly qualified Surgeon is

carried on each boat.

K. MATSUDA, Manager,
York Buildings.

Hongkong, 15th April, 1907.

NATAL LINE OF STEAMERS

THE Undermentioned GENERAL AGENTS
in CHINA AND JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO. LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1906.

LADIES' AND GENTS' BOOTS
AND SHOES.EASTMAN KODAKS, CAMERAS
AND PHOTOGRAPHIC GOODS.

PRICES MODERATE.

A TACK & CO.,

28, DES VOGES ROAD CENTRAL.
Hongkong, 18th January, 1907.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

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KIYO MARU, Japanese str., 1,063, S. Hira,

14th April—Saigon 9th April, General—

Gihman & Co.

KRUSSA, Norwegian str., 860, O. Hansen, 9th

April—Saigon 4th April, Rice—Aagaard,

Thorsen & Co.

KUTSANG, British str., 3,110, Bradley, 14th

April—Singapore 8th April, General—

Jardine, Matheson & Co.

LOCKRUM, German str., 1,020, W. Fubert,

11th April—Bangkok 2nd April, Rice—

Meichers & Co.

LOUYA, Norwegian str., 641, Solhsten, 11th

April—Kangkok 1st April, Rice—Fasschen,

LOTHIAN, British str., 3,911, J. C. Williamson,

21st March—Kutchinotzu 15th March, Coal

—Dodwell & Co.

LYRA, American str., 3,516, H. C. Armstrong,

14th April—Manila 11th April, General—

Dodwell & Co.

MACHEW, German str., 905, Rad. G. Zollner,

6th March—Bangkok 25th March, Rice—

Butterfield & Swire.

MANILA, German str., 1,108, J. Minssen, 10th

April—Sydney 12th March, General—

Meichers & Co.

MARIA RICKMERS, German str., 2,356, A. Rupp,

10th April—Saigon 9th April, General—

Jardine, Matheson & Co.

MAUSANG, British str., 1,441, R. Houghton,

6th April—Sandakan 1st April, Timber and

General—Jardine, Matheson & Co.

MERIONETHSHIRE, British str., 1,950, C. H.

General—Shewan, Tomes & Co.

MICHAEL MARU, Japanese str., S. Natsumi,

10th April—Moji 4th April, Coal—Dodwell

& Co.

NIKKO MARU, Japanese str., 3,434, E. W.

Haswell, 15th April—Manila 12th April,

General—N. Y. K.

NANCHANG, British str., 1,010, D. Graves, 15th

April—Chinkiang 8th April, General—

Butterfield & Swire.

NIPPON MARU, Japanese str., 3,442, W. E.

Fitter, 12th April—San Francisco 13th

March, General—Toyo Kisen Kaisha.

NORSEMAN, British str., 1,634, A. S. Gibb,

19th March—Manila 15th March,

Butterfield & Swire.

PHRANANG, German str., 1,621, F. Mangel-

sotoff, 4th April—Butterfield & Swire.

PHUY-YER, French str., 1,246, Buisson, 23rd

March—Saigon 19th March, Rice—

Bradley & Co.

PRIMA, Norwegian str., 761, B. A. Meyer, 11th

April—Raraisa 5th April, Coal—Wallen

& Co.

PULBERG, German str., 782, C. Luppi, 13th

April—Haiphong 9th April, Coal—

Chinese.

QUINTA, German str., 987, T. Trahm, 8th April

—Saigon 25th March, Sugar—Order.

RAJASABU, German str., 1,200, O. North, 8th

April—Bangkok 31st March, Rice and

Timber—Butterfield & Swire.

SENEGAMBIA, German str., 2,663, H. Eehhorn,

15th April—Hamburg 6th April, General—

Hamburg-Amerika Linie.

SHAKANO MARU, Japanese str., 2,084, T. Sugi,

12th April—Japan & Moji 5th April, Coal.

SHANTUNG, British str., 1,855, J. Robinson,

10th April—Saigon 5th April, Rice—

Butterfield & Swire.

SIGAL, German str., 900, G. Schlaikier, 10th

April—Rangoon 31st March, Rice—

Jensen & Co.

SUEVIA, German str., 2,662, Selmer, 9th April

—Shanghai 6th April, General—Hamburg-

NOTICES TO CONSIGNEES

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"SHIMOSA"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M.

No Fire Insurance will be effected by Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.

Hongkong, 13th April, 1907. 763

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE"

Captain D. Davies, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 15th April, 1907. 765

S.S. "SALAZIE"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London &c. are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees, before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 22nd inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 15th April, 1907. 2

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"SENEGAMBIA"

Captain Eckhorn, having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

POST OFFICE NOTICES.

MAILS BY THE SIBERIAN RAILWAY.

Letters and Post Cards only if specially superscribed are sent by this route to Europe by steamers leaving Shanghai every Saturday.

Mails from London are despatched via Siberia daily and forwarded from Vladivostok by steamer every Sunday.

The Delhi, with the English mail of the 22nd March, left Singapore on Sunday, the 14th inst., at 6 a.m., and may be expected here to-morrow, at noon. This packet brings replies to letters despatched from Hongkong on the 9th February, and the parcel mails closed in London for despatch by the all sea route on the night of the 13th of March, and for despatch overland on the early morning of the 20th March.

FOR	FROM	DATE
Nagasaki, Kobe and Yokohama	Nikko Maru	Wednesday, 17th, 11.00 a.m.
Callao (Peru)	Lothian	Wednesday, 17th, 11.00 a.m.
Macao	Sui Tai	Wednesday, 17th, 1.15 p.m.
Hongkong	Hensung	Wednesday, 17th, 2.30 p.m.
Chiofo and Newchwang	Dulay	Wednesday, 17th, 3.00 p.m.
Macao	Haimun	Thursday, 18th, 1.00 p.m.
Singapore, Samarang and Sourabaya	Sui Tai	Thursday, 18th, 1.15 p.m.
Chiofo and Newchwang	Nanchang	Thursday, 18th, 2.00 p.m.
Shanghai	Kaukiang	Thursday, 18th, 3.00 p.m.
Manila, Tuesday Isl., Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth, Hobart, Newcastle, New Zealand Ports, Maitland, Cooktown, and Cairns	Yamata Maru	Friday, 18th, 11.00 a.m.
Macao	Sui Tai	Friday, 18th, 1.15 p.m.
Yokohama and Kobe	Taiyuan	Friday, 18th, 3.00 p.m.
Tsingtau and Tientsin	Chongshing	Friday, 18th, 3.00 p.m.
Manila	Alouang	Friday, 18th, 3.00 p.m.
Samarak	Rubi	Friday, 18th, 3.00 p.m.
Amoy and Manila	Kamakura Maru	Friday, 18th, 5.00 p.m.
Kobe and Yokohama	Tjiboda	Saturday, 20th, 5.00 a.m.
Shanghai, Moji, Kobe and Yokohama		

THE BEST TILE BREWERS BREW

WHEELER'S

GUINNESS' STOUT

SAME AS SUPPLIED TO HIS MAJESTY THE KING.

PER CASE OF 8 DOZ. PINTS . . . \$21.00

PER DOZEN . . . \$2.75

SOLE AGENTS—

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

Hongkong, 20th March, 1907.

TO-DAY.

Ordinary Annual Meeting, The China Light and Power Co., Ltd., Co.'s Office, 11 a.m.
Sale, Government Stores, at Army Ordnance Stores, Messrs. Hughes & Hough, 11 a.m.
Sale, Household Furniture, No. 7, Stewart Terrace, Mount Gough, Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	ON LONDON.
Telegraphic Transfer	211.5
Bank Bills, at 30 days' sight	211.5
Bank Bills, at 60 days' sight	211.5
Bank Bills, at 90 days' sight	211.5
Credit, at 4 months' sight	211.5
Documentary Bills, at 4 months' sight	211.5
ON PAID.	ON PAID.
Bank Bills, on demand	268.5
Credit, at 4 months' sight	271.5
ON GERMANY.	ON GERMANY.
On demand	216.5
Bank Bills, on demand	511.5
Credit, 60 days' sight	521.5
ON DRESDEN.	ON DRESDEN.
Telegraphic Transfer	156.5
Bank, on demand	156.5
ON U.S.A.	ON U.S.A.
Telegraphic Transfer	156.5
Bank, on demand	156.5
ON SHANGHAI.	ON SHANGHAI.
Bank, at sight	72.5
Private, 30 days' sight	73.5
ON YOKOHAMA.	ON YOKOHAMA.
On demand	103.5
ON MANILA.	ON MANILA.
On demand	103.5
ON SINGAPORE.	ON SINGAPORE.
On demand	11 p.m.
ON BANGKOK.	ON BANGKOK.
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ON HONGKONG.	ON HONGKONG.
On demand	43 p.m.
ON SINGAPORE.	ON SINGAPORE.
On demand	43 p.m.
ON BANGKOK.	ON BANGKOK.
On demand	43 p.m.
ON HONGKONG.	ON HONGKONG.
On demand	43 p.m.
ON SINGAPORE.	ON SINGAPORE.
On demand	43 p.m.
ON BANGKOK.	ON BANGKOK.
On demand	43 p.m.
ON HONGKONG.	ON HONGKONG.
On demand	43 p.m.
ON SINGAPORE.	ON SINGAPORE.
On demand	43 p.m.
ON BANGKOK.	ON BANGKOK.
On demand	43 p.m.
ON HONGKONG.	ON HONGKONG.
On demand	43 p.m.
ON SINGAPORE.	ON SINGAPORE.
On demand	43 p.m.
ON BANGKOK.	ON BANGKOK.
On demand	43 p.m.
ON HONGKONG.	ON HONGKONG.
On demand	43 p.m.
ON SINGAPORE.	ON SINGAPORE.
On demand	43 p.m.
ON BANGKOK.	ON BANGKOK.
On demand	43 p.m.
ON HONGKONG.	ON HONGKONG.
On demand	43 p.m.
ON SINGAPORE.	ON SINGAPORE.
On demand	43 p.m.
ON BANGKOK.	ON BANGKOK.
On demand	43 p.m.
ON HONGKONG.	ON HONGKONG.
On demand	43 p.m.
ON SINGAPORE.	ON SINGAPORE.
On demand	43 p.m.
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On demand	43 p.m.
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On demand	43 p.m.
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On demand	43 p.m.
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On demand	43 p.m.
ON SINGAPORE.	ON SINGAPORE.
On demand	43 p.m.
ON BANGKOK.	ON BANGKOK.